THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

NATION-WIDE PROHIBITION AS A WAR-MEASURE

THE STORY OF PROHIBITION IN STATES DRY FOR AT LEAST A YEAR TOLD BY THEIR NEWSPAPERS

ONE PRIME MEASURE OF DEFENSE adopted by various belligerent nations since the earliest days of the war is control of the drink problem. The good results of this policy have been praised continuously in the press of these countries and are cited here by prohibition advocates to explain the great strides of the "dry" movement in the United States during the past two years. A writer in the New York *Sun* quotes Mr. Lloyd George as giving utterance early last year to this statement: "We are fighting Germany, Austria, and Drink; and, as far as I can see, the greatest of these deadly foes is Drink. If we are to settle with German militarism we must first of all settle with Drink." Besides the obvious point of seeking to restrain the use of intoxicants for the improvement of national efficiency, as the Seattle *Post-Intelligencer* notes, control of alcohol is needed because it is a war-necessity. The making of modern explosives requires enormous quantities of it, and to limit drinking is to conserve the supply of this war-necessity. Moreover, this journal reminds us that much of the raw material used in intoxicants is foodstuffs, the supply of which, according to statistics, is no more than sufficient for the world's present uses until another harvest. All the grain used in the manufacture of beer or whisky is taken from the supply of cereals needed for breadstuffs, and *The Post-Intelligencer* recurs to the high importance of the limitation of the use of alcohol by individuals, "because it makes for higher efficiency and adapts them better for the service of the State, whether in camp as soldiers, in the munitions-plants, or as workers in the field gathering for the country its necessary supply of food."

Hardly had a state of war between the United States and Germany been declared than a prohibition offensive was launched from many and various quarters. Col. Theodore Roosevelt is reported in the press as saying before the members of the Long Island Farmers' Club and the Long Island Food Reserve Battalion, at Mineola, L. I., that he feels personally "we should urge that grain be not diverted from food into intoxicants. In this war many nations in Europe have exercised rigid control over the grain-production. It would be a fine idea for us to follow their lead." In addressing Cornell University students at a meeting of the Intercollegiate Prohibition Association, William Jennings Bryan is reported as avowing that "there is no such thing as pacifism now," and his argument for prohibition is that this country needs young men with "clear and quick-thinking brains, men with steady nerves and muscles."

Washington dispatches inform us that Herbert C. Hoover advocated prohibition as a war-measure before the Senate Agricultural Committee and that Secretary of Agriculture Houston, in submitting to the Senate a plan for stimulating food-production, cited the example of the European nations which have secured a considerable addition to the food-supply either by reducing the production of malt liquors or by reducing or prohibiting the production of distilled liquors. In the United States, the Secretary says, the value of food-materials used annually in the manufacture of intoxicating liquors is $154,000,000. A solution of the food-problem proposed by Governor Lynn J. Frazier, of North Dakota, the farmer Governor who was elected by 80,000 farmers of the Non-Partizan League of that State, involves the elimination of the grain and live-stock combinations and the middleman, and the extension of rural credits. Moreover, he is quoted by the New York *Evening Post* as saying, "another specific thing that would affect our food-supply and our purchasing-power is prohibition for the nation." Governor Capper, of Kansas, according to Topeka dispatches, entreats President Wilson to recommend to Congress that the waste of grains and other foodstuffs in the manufacture of alcoholic drinks be prohibited immediately. Governor Capper also sent letters to the Governors of all other States asking them to make a similar plea to the President and to encourage Senators and Congressmen from their States to support the plan, and he is quoted in his telegram to the President as saying—"All Kansas regards this as an imperative war-measure from an economic and patriotic standpoint, leaving out moral aspects." A patriotic appeal is made by the prohibition organ, *The American Issue*, which says that the men who indulge in intoxicating liquor, even when they assume that it does them no real harm, should at this time abstain, because they "spend great sums and waste many valuable hours" that might be put to vastly better use. This journal mentions the entire congregation of a conservative Church in an Eastern State that has volunteered

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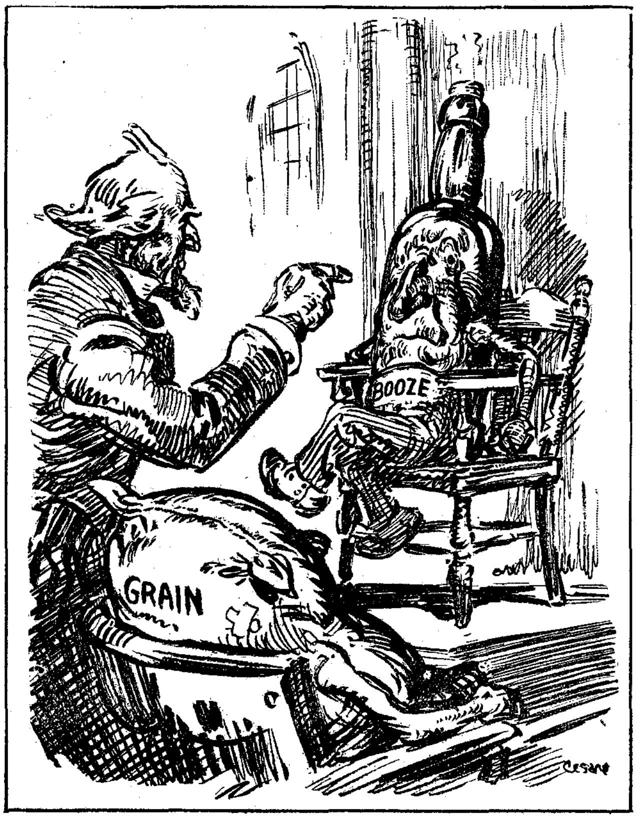
to omit all intoxicants during the war-period, and points to this as an example which should be emulated.

Washington dispatches inform us that plans to preserve for food purposes possibly 20,000,000 bushels of grain, now used annually for distilled spirits, and for increasing Government revenues $35,000,000 a year have been laid before a Senate committee by the National Distillers and Wholesale Liquor-Dealers' Association. The plan provides for taxes on grain, molasses, and the material entering into the manufacture of distilled spirits when in the distillers' hands. This would cut down production and force into consumption spirits now in existence, according to the representatives of the organization, who told the committee that between 15,000,000 and 20,000,000 bushels of grain and between 40,000,000 and 50,000,000 gallons of molasses would be saved.

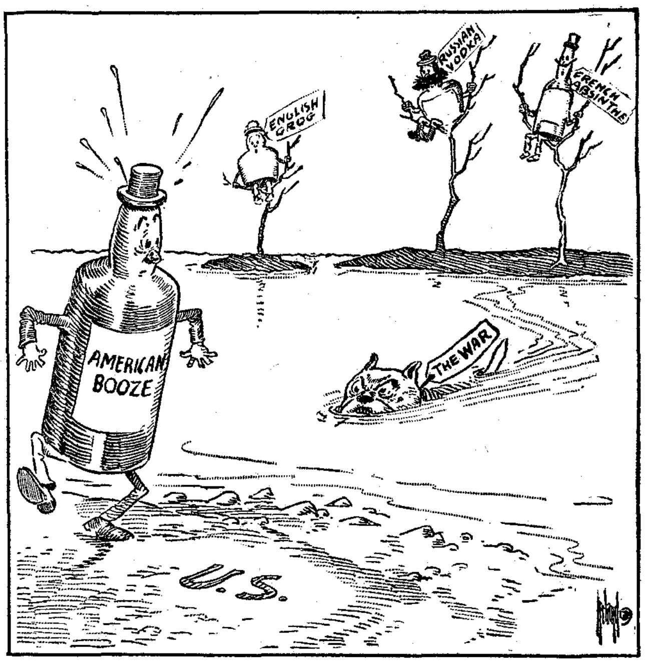


"YOU ARE ACCUSED OF WASTING THE GRAIN-SUPPLY OF THE UNITED STATES!"
—Cesare in the New York *Evening Post.*

The action of the United States Brewers' Association in placing itself at the service of the President and pledging its members to any necessary national work in prosecuting the war against Germany, the press inform us, is characterized as "sublime sarcasm and colossal effrontery" by the Rev. Dr. Ferdinand C. Iglehart, of the Antisaloon League, in his report to the Temperance Committee of a Methodist annual conference. Dr. Iglehart is quoted as suggesting that the brewers "make good their offer of service to this country by closing their institutions at once and turning them into mills where grain may be ground into food instead of being rotted into poison." That the liquor interests are in a mood of preparedness for the prohibition offensive we learn from *The Wall Street Journal*, in a statement of Mr. Alvin Krech, chairman of the Distillers Securities Corporation, who at their annual meeting said, among other things, that prohibition legislation would, of course, have an effect on the valuation of the companies' assets. While admitting to the stockholders that national prohibition is a possibility, Mr. Charles Kessler, another member of the Board of Directors, thought national prohibition a possibility, but did not consider it a probability. The "bone-dry" law, which becomes effective in July, he thought, might easily prove a blessing in disguise, for it was expected in the trade that many States now "dry" might next fall go wet if the provisions of the "bone-dry" law are strictly enforced. Mr. Kessler pointed out that it would be difficult for the prohibitionists to win the remaining "wet" States, as these are the big industrial centers, and he said further that all the Southern States, which have always been favorable to prohibition on account of the negro population, and the Western States, on account of their populist tendencies, represent a comparatively easy field for backers of the prohibition movement. *The Wall Street Journal* tells us, moreover, that:

> "A significant part of Mr. Kessler's remarks was the statement that the Distillers Securities Corporation, at a very small cost, could convert its grain-distilleries into distilleries adapted for the manufacture of denatured alcohol from molasses, thus enabling direct competition with the United States Industrial Alcohol Company. He said that with molasses selling at seven cents a gallon and corn at sixty cents a bushel the advantage was with the Distillers Company in the manufacture of denatured alcohol against the United States Industrial Alcohol Company. He said that at a cost of less than $10,000 he could convert one of his grain-distilleries into a molasses-distillery and make 7,000,000 gallons of denatured alcohol a year."

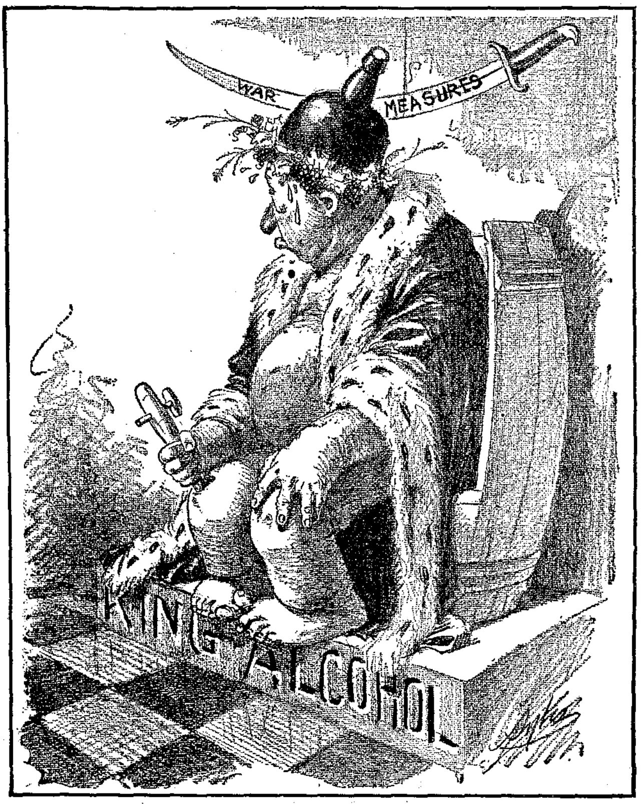
Another indication of the feeling of the liquor interests is found in newspaper advertisements of the National Association of Distillers and Wholesale Dealers, which is said to comprise 80 per cent. of the distillers and allied interests of the United States. In these advertisements we are reminded that the annual revenue paid the Government by the liquor industry "exceeds the total annual interest on the new $7,000,000,000 war-loan." Moreover, there are now stored in Government bonded warehouses more than 211,000,000 gallons of whisky and other spirits, and distillers have given bonds to the Government for more than $232,000,000 for payment of taxes on these goods. Prohibition would "confiscate" not only the millions lawfully invested in distillery property, but also the millions of gallons stored in bonded warehouses and would "confiscate bonds to the extent of $232,000,000—an amount greatly in excess of the total capital and surplus of all the bonding companies in America, so that the Government would lose $232,000,000 taxes." It is pointed out also that the Constitution of the United States guarantees that private property shall not be taken or destroyed for the public good without due compensation to owners, and we read:



"AND NOW HE'S COMING OVER HERE!"
—Ireland in the Columbus *Dispatch.*

"Prohibition is alleged to be for the public good. Prohibition as now proposed is ruthless confiscation. From every standpoint of American justice, should not the cost be borne by the Government—State or National—decreeing it? Confiscation without compensation is un-American and contrary to the Constitution of the United States.

"The liquor industry has paid to date over six billion dollars in taxes to the Federal Government, and is now paying nearly $1,000,000 per day.



"SHERMAN WAS RIGHT!"
—Sykes in the Philadelphia *Evening Ledger*.

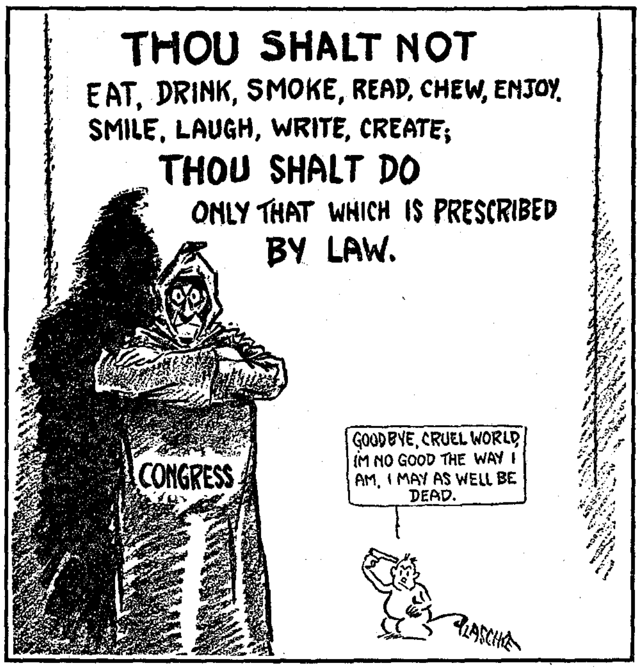
"We ask a just and equitable consideration of the economic, moral, and financial problems of proposed prohibition."

While imprest with the gravity of the food-problem, the Cincinnati *Times-Star* "does not believe that what might be called the net consumption of grain in breweries and distilleries is large enough to justify under present conditions the closing of these concerns with all the disturbance to industrial and financial conditions which this would entail."

The effects of war-time prohibition in Europe have impelled THE LITERARY DIGEST to find out just what Americans have experienced under peace-prohibition by making a strictly impartial inquiry in all the States that have had prohibition laws of one kind or another in operation for not less than one year. Two questions were asked of editors in these commonwealths—First, whether in their State prohibition is a success, and, secondly, whether they would recommend it to other States. From nineteen States 157 replies were received, and those in the affirmative are for the most part enthusiastic in tone, while not a few of those frankly cynical concede that drink is an evil, but question whether prohibition as enacted and enforced is the necessary corrective. Zealous supporters of the "bone-dry" law see in the successful working out of such legislation the gradual conquest of State after State until the entire nation shall be dry. On the other hand, those who scoff at State-wide prohibition do so because they do not believe it can be effective unless the "dry" laws apply without distinction to all the States. The good reports given of "dry" legislation are radiant with rejoicing over new and better homes for workingmen, better clothes and more happiness for their wives and children, better business for the merchant, and better collections, more deposits in the savings-banks, and, in general, a striking advance in the social, moral, and economic life of the community.

The objectors to State-wide prohibition, especially when it permits a limited importation of intoxicants from another State by an individual shipper, say that this kind of prohibition does not prohibit. In some Southern States the drinking is said to be much worse than formerly, and we hear of rustic communities that have made appeal to have the express station removed because the negroes and the poor whites so abuse the exemption of the law permitting the importation of intoxicants. This kind of prohibition, too, it is alleged, has raised a guerrilla army of bootleggers in the States, and it seems that in the South in particular the moonshiner is a factor in the problem not easily curbed or eliminated. Another criticism of the no-saloon law form of prohibition is that while it prevents the poor man from getting what he wants to drink, it permits him to get something that is very much worse than honest whisky at an extortionate price. But the rich man or the man well-to-do finds no difficulty in securing as good drinks as drinkers in wet States. A more insidious effect, however, in the view of some opponents of the no-saloon form of prohibition is that children see their parents drinking at home, and while these boys and girls are removed from the lure and temptations of the "gilded café" they are exposed to the subtler appeal of the "speak-easy," with its suggestion of adventure and derring-do.

But the Webb-Kenyon Law decision, say advocates of prohibition, makes it possible for each State to keep liquor beyond the boundaries, and, besides, through the passage of the Reed amendment to the Postal Appropriation Bill, States are enabled to enact laws making themselves "bone dry." Still, we read in the New York *Evening Post* a letter from the Rev. J. Lester Sellers, in which he says that the Webb-Kenyon Law "can not possibly work to the satisfaction of true prohibitionists," for while common carriers may be stopt from taking consignments for States where shipping of liquor is prohibited, that "instrument of the devil—the automobile—will be at the service of the liquor men, even as it is at the service of the white-slaver and the escaping thief." The automobile as a liquor-carrier is foreseen also by some of our editorial informants in the South, and it is pointed out by others that such an evasion of the law is just one more proof of the absolute impossibility of legislating


THOU SHALT NOT
EAT, DRINK, SMOKE, READ, CHEW, ENJOY,
SMILE, LAUGH, WRITE, CREATE;
THOU SHALT DO
ONLY THAT WHICH IS PRESCRIBED
BY LAW.
CONGRESS
GOOD BYE, CRUEL WORLD I'M NO GOOD THE WAY I AM, I MAY AS WELL BE DEAD.
PLASCHKE

THE NEW TEN COMMANDMENTS.
—Plaschke in the Louisville *Times*.

for people in the matter of drink, for as long as whisky or beer can be made, and there are people who want to drink either, they will find a way to gratify their appetite.

In listing the editorial opinions from the various States which have experienced the working out of "dry" laws, we have grouped them according to the following table, from which it will be seen what a speeding up there has been in the prohibition movement in later years, for, to quote the Washington *Star*, "the Prohibition party has found its principles so widely indorsed that it may be compelled to look for a new political issue."

PROHIBITION'S SPREAD IN SIXTY YEARS

Maine, 1851 Kansas, 1880
North Dakota, 1890

1908
Georgia Oklahoma

1909
Mississippi North Carolina Tennessee

1914
West Virginia

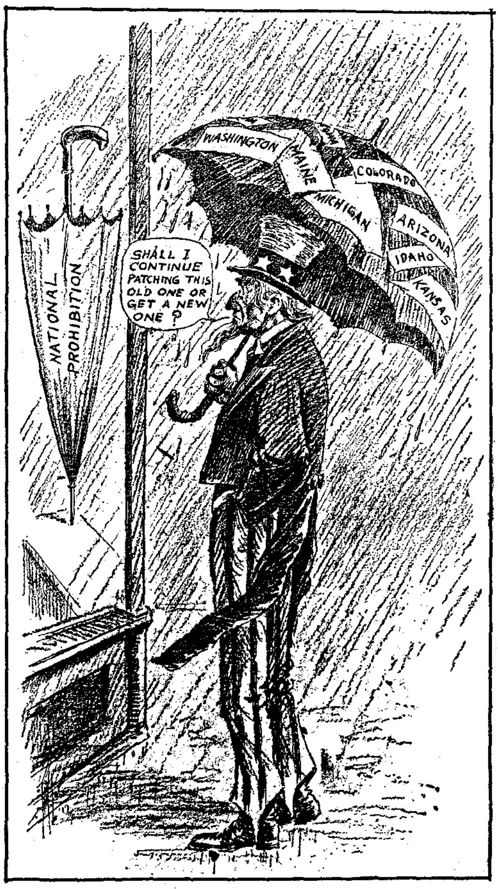
1915
Alabama Arizona Virginia

1916
Arkansas Colorado Idaho Iowa
Oregon South Carolina Washington

MAINE (1851)

In Maine, the patriarch of prohibition States, we are reminded by the Portland *Express* that the so-called "Maine Law," which prohibited traffic in liquor, was enacted in 1851 after years of agitation by Neal Dow and others. Tho the legislature which adopted the statute was controlled by the Democratic party and the Governor who approved it was also a Democrat, party lines were ignored in the passage of the bill. That the people found the law good, according to this journal, is proved by the fact that of the 94,000 votes cast at the election following, 72,000 were given for three candidates for governor who indorsed the law and about 22,000 for a candidate who opposed it. The moral and material result of prohibition was so obvious that several States followed the example of Maine and threw off the "incubus of a traffic which heavily handicapped the progress of society." Nevertheless, some of these States soon "fell back into the license column," but since 1851, except for an interregnum of two years (1856 and 1857), during which license prevailed "through a trick," Maine has clung to prohibition. *The Express* admits that the law has not been vigorously enforced at all times and among all classes, but at no time anywhere in the State have derelictions in this particular resulted in as bad conditions as follow upon license. The untoward conditions resulting through official neglect have been magnified, we are told, and Maine has been a target for misrepresentation and abuse by the opponents of prohibition. Especially has this been the case within the past few years, and it is described as part of the organized effort to sweep back the rising tide of prohibition in the nation. This journal informs us also that since Maine has had prohibition twenty-seven different men have been elected as governors of the State and of this number twenty-two in one form or another have manifested their approval of the statute, and it adds:

> "A fair test of the general prosperity of a people is found in the per capita amount of individual deposits in their banks and in the increase in the value of all taxable property. Wisconsin, Delaware, Ohio, Illinois, New Jersey, Maryland, and Pennsylvania would not be cited by any intelligent citizen as States where the general prosperity of the people had suffered through legal opposition to the liquor traffic. How do they compare with Maine in the amount of per capita individual deposits in their banks? The controller's report for 1910 shows that Wisconsin had $142 per capita; Delaware, $170; Ohio, $175; Illinois, $198; New Jersey, $205; Maryland, $205; Pennsylvania, $210; while Maine had $256 per capita of individual deposits in all her banks. Prohibition was enacted in Maine, as we have seen, in 1851, and between 1850 and 1912, as shown by the census of 1910, Maine had increased the value of her taxable property of all kinds by a larger percentage than had any State whose shores are washed by the waters of the Atlantic or the Gulf of Mexico, save only the Empire State of New York, and that great State exceeded Maine by only eight-one hundredths of 1 per cent."



THE QUESTION.

—Los Angeles *Times*.

Another enthusiastic supporter of prohibition in Maine is the Augusta *Kennebec Journal*, which admits that while the law has not been enforced as it ought to be enforced, yet points out that no law wholly prevents crime, for "murders go on, as does arson, and quarantine laws are evaded while officers look another way." Yet even in times when the political enemies of the law were in power and nullifications of the law were as flagrant as "the worst in our worst cities desired, the traffic was still an outlaw, discredited." A great fact about prohibition, despite these conditions, is that in the large area of Maine's rural districts the law has "fulfilled its high purpose in a degree that is admirable beyond measure," and, now, since the ruling of the Supreme Court on the Webb-Kenyon Law, this journal rejoices to note that the Interstate Commerce "farce" protecting original packages to any point in Maine can no longer prevail. We read then:

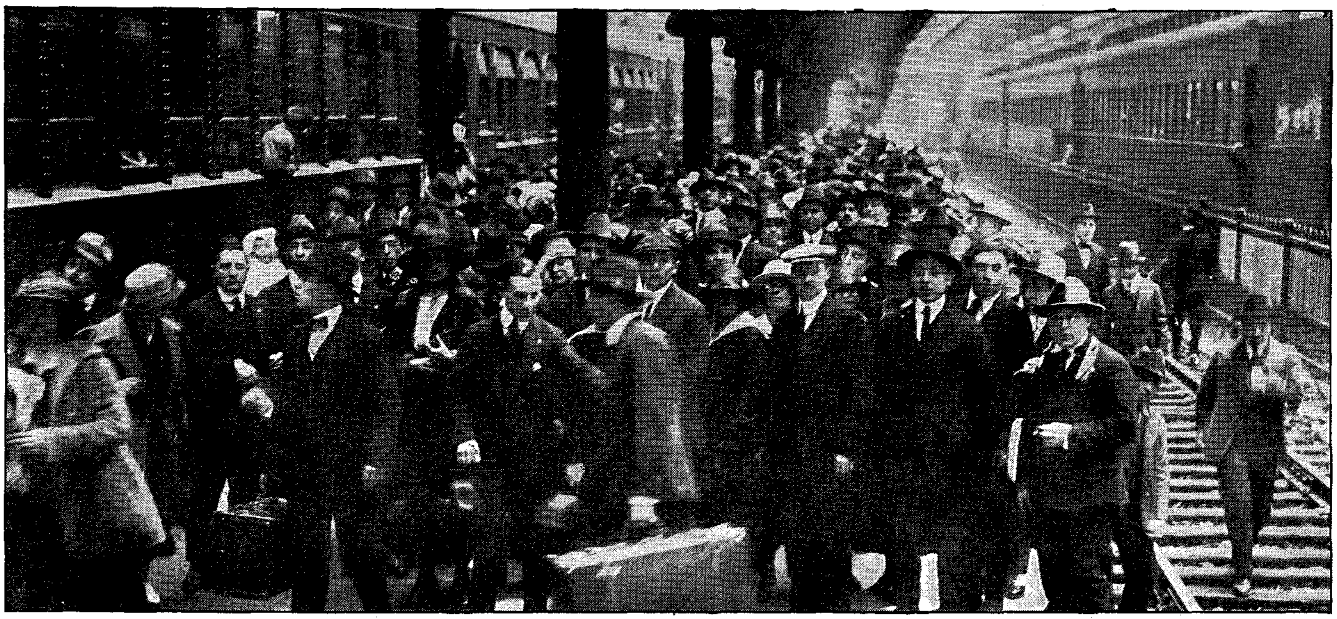
> "We advise other States to adopt our law, with improvements against weak and nullifying officials, because every State added helps us, and because our religious, educational, business, and social life is more wholesome and progressive under it; because the opposition of the liquor interests has aroused the people to study the liquor-traffic problem, and to study means understanding of and hatred for the conscienceless methods of a damnable business."

According to the Bath *Daily Times*, the best evidence of the success of Maine prohibition is the refusal of the people a few years ago, when the opportunity was afforded, to substitute a local-option plan for State-wide prohibition. At that time neither money nor effort was spared by the liquor interests outside the State, we are told, or by their Maine partizans and friends. Moreover, the increasing favorable sentiment was evidenced last fall by the election of a Governor and legislature pledged to use all their power for a more thorough enforcement of the law, and a present movement to place all sheriffs and county attorneys under the authority of the prohibition Governor, and *The Times* goes on to say:

> "Bath has discovered under a régime of thorough and unremitting enforcement that real prohibition is for the benefit of the community. Merchants lose less from bad bills and gain more from increased sales. The streets are free from intoxicated men. Crimes, both great and petty, have decreased. The youth are protected. Prohibition has been a success."

The Lewiston *Journal* recalls that for three generations

(*Continued on page* 1600)



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RUSSIAN EXILES IN THE UNITED STATES RETURNING TO THEIR OWN LAND.

This photograph, taken in a Jersey City station on May 14, shows some 500 homeward-bound Russians gathered from various parts of the country.

EFFECT OF RUSSIAN CHAOS ON THE WAR

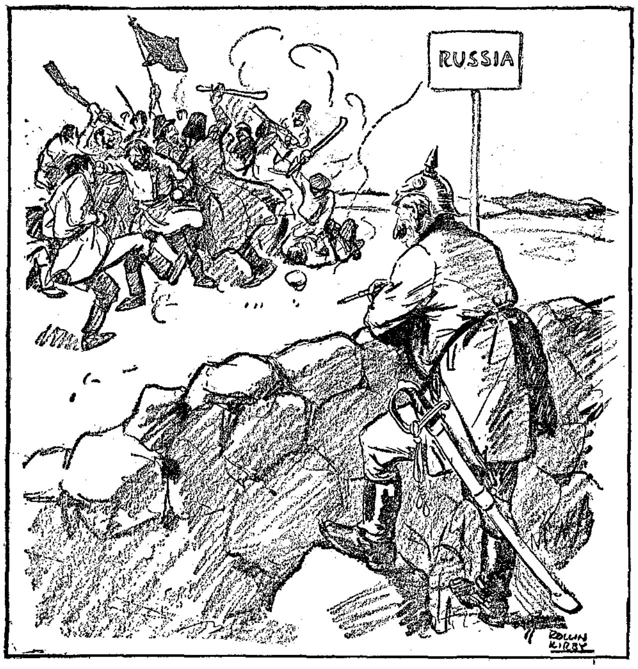
A SEPARATE PEACE between Russia and Germany "would mean a five-year war for the United States, Great Britain, and France," says the Philadelphia *North American*, and it adds that "except that the Teutons have not yet gained access to the stores of food in the interior of Russia, they have already attained most of the advantages of a separate peace; while desultory fighting may be resumed, it would be folly to expect any offensive by the Russian Army." But "America can take Russia's place" in the struggle against German autocracy and German militarism, declares the Baltimore *News*, and "America must take it." "Under the best of circumstances now imaginable," thinks the New York *Evening Sun*, "we will have to supply Russia's part to no small degree; and if the worst comes to the worst, we may have to put forth exertions and make sacrifices equal to those of France or Britain." "Russia's collapse has given Germany a new chance to win the war," declares Frank H. Simonds, war-expert of the New York *Tribune*, who foresees a campaign in 1918 and admonishes us that "it can not succeed—Germany can not be defeated decisively—unless the United States can by that time transport to Europe at least 500,000 soldiers and maintain the force at that size for the summer campaign." Our own military preparations, according to a statement attributed to Secretary of War Baker, are based on the possibility of three years of warfare.

Altho Russia's internal and international prospects are apparently much improved by the formation on May 16 of a coalition Cabinet acceptable to both the moderate liberals of the Provisional Government and to the extreme radicals of the Council of Workmen's and Soldiers' Delegates, the most optimistic observers do not predict that the disorganized Russian Army, intoxicated and bewildered by the new liberty so suddenly bestowed upon it, can be soon restored to the semblance of an efficient fighting-machine. It was in the course of an impassioned appeal to delegates from the front that the brilliant Socialist leader, A. F. Kerensky, then Minister of Justice, exclaimed: "I am sorry I did not die two months ago when the dream of a new life was growing in the hearts of the Russian people, when I was sure the country could govern itself without the whip." And it was the chaos in the Army, together with the obstructive tactics of the Workmen's and Soldiers' Council, that caused the almost simultaneous resignations of the Minister of War, Alexander J. Gutchkoff; General Korniloff, Commandant of Petrograd; General Gurko, Commander on the Western front; and General Brussiloff, Commander-in-Chief on the Southwestern front. General Brussiloff, as the New York *Sun* remarks, is "Russia's most victorious soldier," and if his services are lost to the country "it will be little short of a calamity." "We must frankly face the fact that our military might is weakened and disintegrated, and our Motherland is on the edge of an abyss," declared Mr. Gutchkoff a few days before his resignation. All the generals reconsidered their resignations and decided to remain at their posts after the Cabinet reorganization mentioned above.

That "the frightful specter of civil war and anarchy hovers over Russia, threatening its freedom," is admitted in an official statement of the Provisional Government, and the dispatches teem with evidence that the newest of the democracies has yet to learn that "popular government is organized self-control." "There is something wrong when German autocracy benefits by Russia's revolution," exclaims V. V. Shulgin, noting that scarcely a shot has been fired on the Russian front for over a month, altho the trenches there are held by only a fringe of Germans. "Russian troops are not keen for a big offensive," reports Arno Dosch-Fleurot, Petrograd correspondent of the New York *World*, and all correspondents agree that the fraternizing of German and Russian soldiers between the trenches has become a wide-spread habit. We read of 400 square miles of freight, largely munitions, piled up at Vladivostok; of munition-factories closed for weeks, with a woful shortage of ammunition at the front; and of the seizure of millions of acres of land by the peasants, despite the pleas of the Duma leaders. And Germany, as the New York *World* remarks, "shows its contempt of the so-called Russian democracy by shifting 600,000 troops from the Eastern to the Western front, and by sending delegations of Internationalists—men whom it is in the habit of imprisoning—to Petrograd to promote the cause of Kaiserism." The situation is thus summed up by the Des Moines *Capital:*

"The Russian issue is a vital one, but it would have been just as vital had the United States not gone to war against Germany, and a German victory over Russia and the Allies would have been just as dangerous to the United States before our declaration of war as it is now. In other words, Germany has all the time been an American danger."

Yet we find the Milwaukee *Free Press*, which not many months ago was accused by one of its own directors of being "not loyal" to America, expressing deep concern over the "ethical question" as to "whether this nation, whatever its own war-prospects, is justified in bolstering up Russia to the further fight, when her long-suffering, long-afflicted, long-disregarded people cry for peace." This scrupulous paper goes on to say:



WORKING FOR WILHELM.

—Kirby in the New York *World*.

> "It is a grave question how far this Republic may righteously go in prevailing upon any Russian Government to continue in the war, if it is evident that the submerged masses of the Russian people are for peace. . . . . . .
>
> "Tho Russia's withdrawal from the conflict would render America's task and sacrifice much greater, we believe that Americans would prefer to assume the added burden rather than have an unwilling, exploited, and sorely tried people confirmed in their suffering in order that the American load might become the lighter."

Fortunately, these conscientious scruples against urging Russia not to betray her Allies are not shared by our press in general, which join with *The Outlook* in the earnest hope that "the various commissions (political, financial, and railway) to be sent from this country to Russia will exercise their influence in favor of unity of effort in Russia for the prosecution of the war, for the principles of democracy the world over, and for the crushing of the dangers of autocracy."

While the idea of a "separate peace" with Germany is now officially repudiated by the Workmen's and Soldiers' Council as well as by the Provisional Government, the German Chancellor von Bethmann-Hollweg still considered it worth while to announce in the Reichstag—at the same time that he declined to state Germany's peace-terms—that

> "If Russia wants to prevent further bloodshed and renounces all violent plans of conquest for herself, if she wishes to restore durable relations of peaceful life side by side with us, then surely it is a matter of course that we, as we share this wish, will not disturb the permanent relationship in the future and will not render its development impossible by demands which, indeed, do not accord with the freedom of nations and would deposit in the Russian nation the germ of enmity."

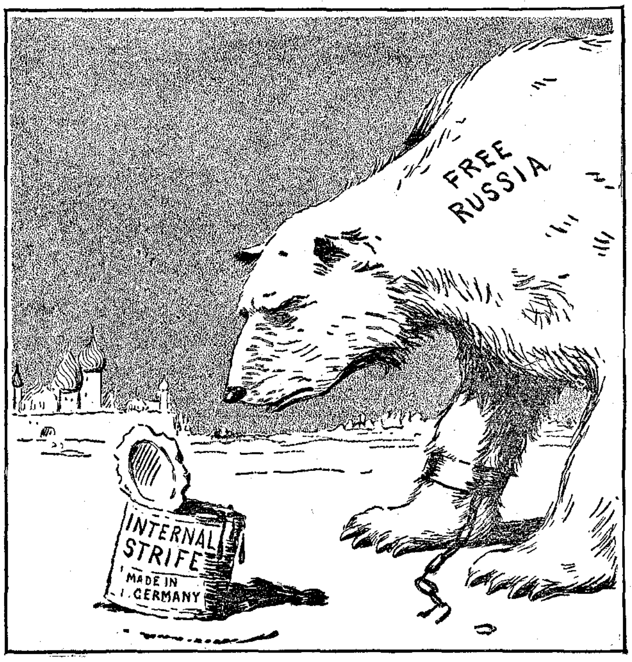
The Chancellor's proposal, the New York *Tribune* points out "consists of words rather than anything else." For—

> "He does not accept the Russian formula of no annexation. . . . He only suggests that there shall be no annexation which would be a permanent cause for enmity between the two nations, by which one might conjecture that he meant that no Slavonic portion of Russia's population would be annexed by Germany or by Austria, but that he still maintained the German claim to Lithuania and the Austro-German demand to control resurrected Poland."

Altho many of our papers share the belief of *The New Republic* that "it is vain to expect stability in a government which depends for its authority upon the reconciliation of the radical Socialism of the Council of Workmen's and Soldiers' Deputies with the middle-class liberalism of the Duma," we find a generally more optimistic tone in the editorial comment since the formation of a coalition Cabinet on May 16, with the retirement of Prof. Paul N. Miliukoff from the Foreign Ministry. In Washington, the correspondents report, this reorganization is hailed as an earnest of harmony, altho it greatly increases the power of the radicals, who are represented in the new Cabinet by no less than six Socialists. In a Petrograd dispatch dated the day of the reorganization we read:

> "The three cardinal points upon which the Government, the Executive Committee of the Duma, and the Council of Workmen's and Soldiers' Delegates have agreed are:
>
> "1. The unity of the Allied fronts.
>
> "2. The fullest confidence of the revolutionary democracy in the reconstructed Cabinet.
>
> "3. A plenitude of powers for the Government."

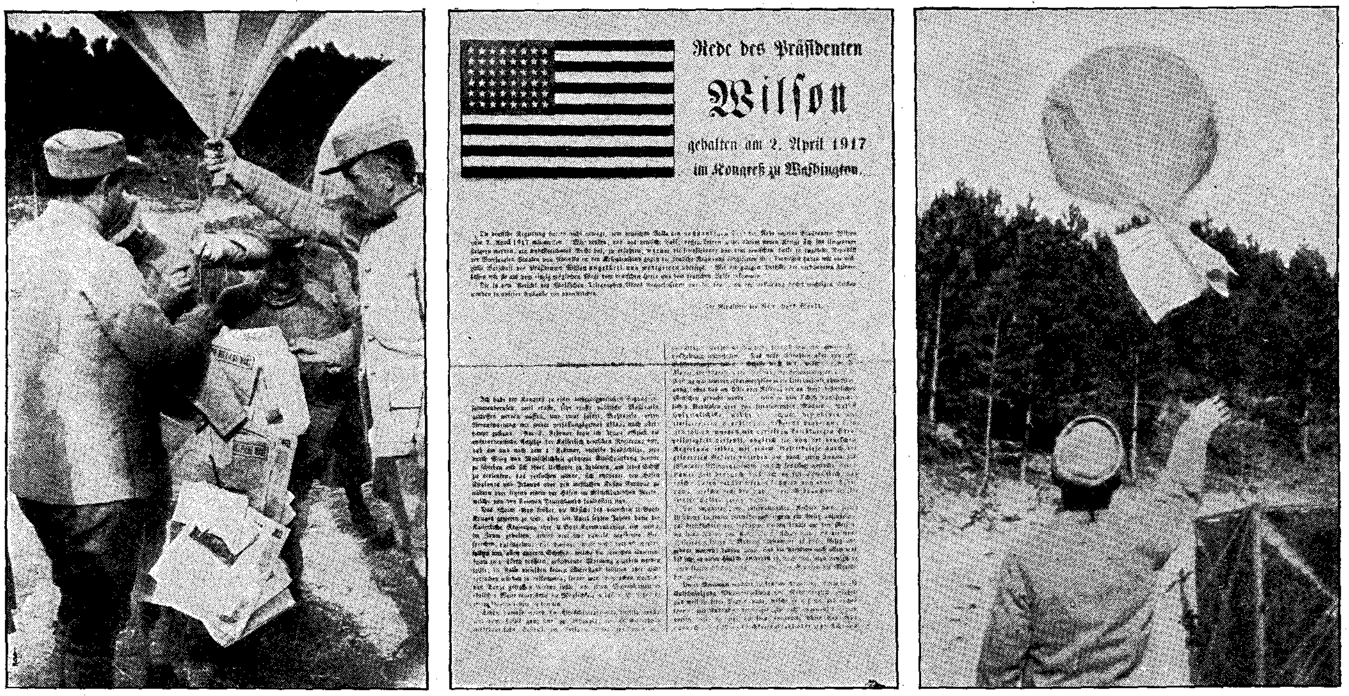
Both Mr. Kerensky and Mr. Tereschenko, the new Ministers of War and of Foreign Affairs, have declared for a vigorous prosecution of the war, and Ambassador Francis assures Washington that even the Workmen's and Soldiers' Council now favors offensive warfare. "One thing which it seems has had great effect in stopping internecine strife among factions here," says another Petrograd correspondent, "is the series of statements printed in Russian newspapers from prominent Americans urging complete democracy and unity of effort to oust autocratic Germany." A Petrograd dispatch dated May 17 sketches the situation thus:



POISON.

—Harding in the Brooklyn *Eagle*.

> "The Government drafted yesterday a declaration describing its concessions, and it was understood that it was handed to the Council with a threat that in the event of non-acceptance the entire Cabinet would resign. The document begins with a statement that the Government's aim is the attainment of a general peace without conquest of other nations, depriving them



Rede des Präſidenten
Wilſon
gehalten am 2. April 1917
im Kongreß zu Waſhington.

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SENDING PRESIDENT WILSON'S WAR-SPEECH TO THE GERMAN TRENCHES.

Thousands of copies of this message, in which the President declares that our quarrel is not with the German people but with the German Government, have been sent over from the French lines by aeroplane and balloon. The first tangible fruits of this missionary enterprise were reported from near St. Quentin on May 11, when more than fifty German soldiers, "every man with his hands up and each waving a white paper which proved to be one of the German copies of the President's address," crossed No Man's Land and surrendered.

of their national sovereignty or their territory. In a word, peace without annexations or contributions. . . . . . .

"The Government consents to the Council's demand for the democratization of the Army, but desires to combine it with a strengthening of Russia's fighting forces. The declarations meet half-way the Council's Socialist program by promising further control over the production, transport, sale, and distribution of products, measures for the better protection of labor, the right to a settlement of the land question by the constituent assembly, increased direct taxation of wealth, development in a democratic direction of local self-government, and the hastening of preparations for the constituent assembly. In return the Government demands such full confidence and support as will enable it not only to fight a reactionary counter-revolution, but also to take measures against the anarchists of the extreme Left."

"It would be to Russia's eternal disgrace if she should now abandon France, which was attacked solely as her ally," remarks the Indianapolis *News*, and other papers point out that only pro-Germans and agents of the Kaiser in Russia want a separate peace. What the radicals who claim to be loyal Russians demand is a general peace "without indemnity or territorial gain." In accordance with this ideal the Workmen's and Soldiers' Council not long ago compelled the Government, which had declared for a "decisive victory" with the accompanying "penalties and guaranties" to restate its position in the following words:

"The Government deems it to be its right and duty to declare now that free Russia does not aim at the domination of other nations, or at depriving them of their national patrimony, or at occupying by force foreign territories, but that its object is to establish a durable peace on the basis of the right of nations to decide their own destiny.

"The Russian nation does not lust after the strengthening of its power abroad at the expense of other nations; its aim is not to subjugate or humiliate any one. In the name of higher principles of equality, the Russian people have broken the chains which fettered the Polish nation, but it will not suffer that its own country shall emerge from the great struggle humiliated or weakened in its vital force. In referring to the 'penalties and guaranties' essential to a durable peace, the Provisional Government had in view the reduction of armaments, the establishment of international tribunals, etc."

And on May 15 the Council issued a manifesto to the Russian Army, urging it to remember that "the regiments of William are destroying revolutionary Russia." This document goes on to say:

"The workmen and peasants of Russia long for peace, but it must be a general peace of all nations, the result of their common agreement. A separate peace is an impossible thing, which must not be allowed to interfere with or embarrass the course of events in the world. It is evident that German imperialism, after having defeated our Western Allies, would turn against us the whole power of its arms, seize our country, and enslave the Russian people.

"The Council of Workmen's and Soldiers' Delegates leads you toward peace in another way. By calling for a revolution of the workmen and peasants of Germany and Austria-Hungary we will lead you to peace, after having obtained from our Government a renunciation of the policy of conquest and after demanding a similar renunciation from the Allied Powers.

"But do not forget, soldiers and comrades, that peace can not be achieved if you do not check the enemy's pressure at the front, if your ranks are pierced and the Russian revolution lies like an inanimate body at William's feet. Do not forget, you in the trenches, that you are defending the liberty of the Russian revolution and your brother workmen and peasants.

"Now, how are you to accomplish this defense if you remain inactive in your trenches? Soldiers and comrades, having sworn to defend Russian liberty, do not renounce the offensive. Fight and struggle for this liberty, and while fighting and struggling fear the enemy's traps.

"The fraternizing which is taking place at present at the front can easily become a trap. Do not forget that revolutionary troops have only the right to fraternize with troops who are also revolutionary, and who are also ready to die for peace and liberty.

"The German Army is not a revolutionary army if it is still blindly following William and Charles, Emperors and capitalists. You are fraternizing openly, not with enemy soldiers, but with officers of the enemy General Staff, disguised as common soldiers. Peace will not be obtained by separate treaties or by the fraternizing of isolated regiments and battalions. This will only lead to the loss of the Russian revolution, the safety of which does not lie in a separate peace or armistice.

"Soldiers, be worthy of the trust that revolutionary Russia puts in you."

OUR SOLDIERS FOR FRANCE

WE HAVE AT LAST BEGUN THE WAR in the passage of the Army Draft Law, the President's call to arms, the promised dispatch of regulars to France, and the order for the mobilization of the entire National Guard. The decision to send an expeditionary force will, as the New York *Herald* puts it, "be hailed in this country with just as much joy as will be aroused in France by the receipt of the good news of its coming." Incidentally, in spite of his victory in Congress, ex-President Roosevelt will not be sent to France with his division just at present, but the selection of such a soldier as Major-General Pershing to lead the division of regulars is thought likely to commend itself to many of the President's friends, and, as the New York *Journal of Commerce* remarks, Colonel Roosevelt "may be otherwise made quite as useful" as at the head of American volunteers in France.

While the War Department's plan had evidently been laid in advance, no action could be taken till Congress decided what it wanted done. The chief provision of the Army Draft Bill as finally passed by Congress on May 17, after four weeks of discussion, are thus summarized in the press dispatches:

> "Raising of forces by the selective-draft system, imposed upon all males between the ages of twenty-one and thirty years, both inclusive, subject to registration and certain exemptions from service.
>
> "Increasing the regular Army to maximum war-strength.
>
> "Drafting into the Federal service of National Guard units.
>
> "Raising of an initial force by conscription of 500,000 men, with addition of 500,000 if deemed necessary.
>
> "Raising, if the President sees fit, of four divisions of volunteer infantry. (The Roosevelt amendment.)
>
> "Increasing the pay of all enlisted men as follows: $15 additional monthly for those now receiving less than $21, comprising the bulk of the Army, graduated downward to $6 additional monthly for those receiving $45 or more.
>
> "Prohibiting sale of liquor at or near Army training-camps and otherwise protecting morals of the soldier."

To put this law into force, President Wilson at once issued orders for the mobilization of the National Guard to enter the Federal service on various dates, beginning July 15, and in an executive proclamation he designated the 5th of June as registration day for the selective draft. In this proclamation the President said:

> "The Power against which we are arrayed has sought to impose its will upon the world by force. To this end it has increased armament until it has changed the face of war. In the sense in which we have been wont to think of armies, there are no armies in this struggle, there are entire nations armed. Thus, the men who remain to till the soil and man the factories are no less a part of the Army that is France than the men beneath the battle-flags. It must be so with us. It is not an army that we must shape and train for war; it is a nation.
>
> "To this end our people must draw close in one compact front against a common foe. But this can not be if each man pursues a private purpose. All must pursue one purpose. The nation needs all men; but it needs each man, not in the field that will most pleasure him, but in the endeavor that will best serve the common good. Thus, tho a sharpshooter pleases to operate a trip-hammer for the forging of great guns and an expert machinist desires to march with the flag, the nation is being served only when the sharpshooter marches and the machinist remains at his levers.
>
> "The whole nation must be a team, in which each man shall play the part for which he is best fitted. To this end, Congress has provided that the nation shall be organized for war by selection; that each man shall be classified for service in the place to which it shall best serve the general good to call him.
>
> "The significance of this can not be overstated. It is a new thing in our history and a landmark in our progress. It is a new manner of accepting and vitalizing our duty to give ourselves with thoughtful devotion to the common purpose of us all. It is in no sense a conscription of the unwilling; it is, rather, selection from a nation which has volunteered in mass. It is no more a choosing of those who shall march with the colors than it is a selection of those who shall serve an equally necessary and devoted purpose in the industries that lie behind the battle-line.
>
> "The day here named is the time upon which all shall present themselves for assignment to their tasks. It is for that reason destined to be remembered as one of the most conspicuous moments in our history. It is nothing less than the day upon which the manhood of the country shall step forward in one solid rank in defense of the ideals to which this nation is consecrated."

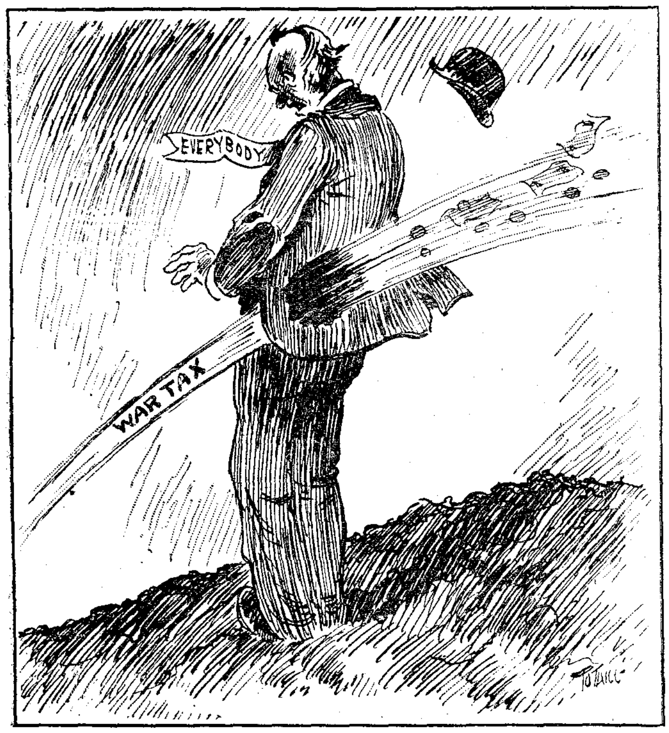
Congress, to the delight of Colonel Roosevelt and his friends, had finally agreed to let the so-called "Roosevelt clause" remain in the Draft Bill. It was, however, permissive, not mandatory, and the President, as several editors had foreseen, declined to avail himself of the Colonel's services at present, issuing from the White House the following explanation:

> "I shall not avail myself, at any rate at the present stage of the war, of the authorization conferred by the act to organize volunteer divisions. . . . . . .
>
> "I understand that the section of this act which authorizes the creation of volunteer divisions in addition to the draft was added with a view to providing an independent command for Mr. Roosevelt and giving the military authority an opportunity to use his fine vigor and enthusiasm in recruiting forces now at the Western front.
>
> "It would be very agreeable to me to pay Mr. Roosevelt this compliment and the Allies the compliment of sending to their aid one of our most distinguished public men, an ex-President who has rendered many conspicuous public services and proved his gallantry in many striking ways. Politically, too, it would no doubt have a very fine effect and make a profound impression. But this is not the time or the occasion for compliment or for any action not calculated to contribute to the immediate success of the war. The business now in hand is undramatic, practical, and of scientific definiteness and precision. I shall act with regard to it at every step and in every particular under expert and professional advice from both sides of the water.
>
> "That advice is that the men most needed are men of the ages contemplated in the draft provision of the present bill, not men of the age and sort contemplated in the section which authorizes the formation of volunteer units, and that for the preliminary training of the men who are to be drafted we shall need all of our experienced officers. Mr. Roosevelt told me, when I had the pleasure of seeing him a few weeks ago, that he would wish to have associated with him some of the most effective officers of the regular Army. He named many of those whom he would desire to have designated for the service, and they were men who can not possibly be spared from the too small force of officers at our command for the much more pressing and necessary duty of training regular troops to be put into the field in France and Belgium as fast as they can be got ready.
>
> "The first troops sent to France will be taken from the present forces of the regular Army, and will be under the command of trained soldiers only."

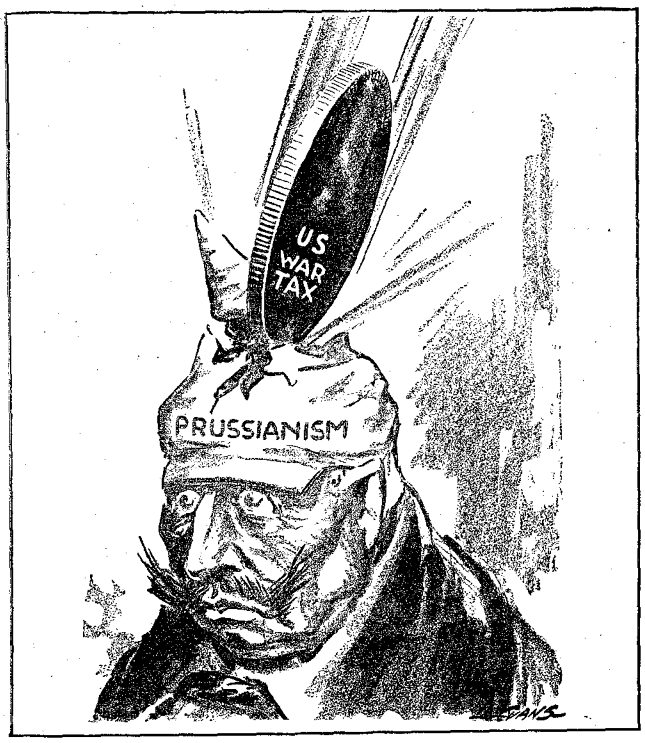
What this last sentence meant was explained by the following announcement sent out by the War Department:

> "The President has directed an expeditionary force of approximately one division of regular troops under command of Major-General John J. Pershing to proceed to France at as early a date as practicable."

Two reasons for the dispatch of the Pershing expedition are found by the Washington correspondent for the New York *Times*, namely, "to strengthen the French battle-line and produce the desired psychological effect in all the Allied countries, including the United States." One of the chief influences to bring about this result, as seen by a *Tribune* correspondent, was the systematic campaign conducted by the French Commission through both public and private statements "with a view to getting American troops in the trenches as soon as possible." Their great desire, we are told, "was to get the American people into the war and into the war-spirit; they dreaded a Japan-like participation in the war by the United States."



RIGHT THROUGH THE POCKET.
—Tuthill in the St. Louis *Star*.



WHERE THE TAX WILL FALL HARDEST.
—Evans in the Baltimore *American*.

WHAT GOES UP MUST COME DOWN.

THE $19,000,000 TAX ON THE PRESS

THE PLAN to increase newspaper and magazine postage by about $19,000,000 as part of the Revenue Bill "takes away from these publications a part of the graft they have been enjoying from 1885 down to the present time," said an Illinois Congressman; while Congressman Kitchin denounced as "hypocritical" the idea that "these publications spread intelligence and educate the people," and hence deserve low rates to encourage a wide reading. In reply to these statements, which represent briefly, if strongly, the arguments for the increase, the press aver a willingness to pay any tax imposed on profits, but say it is unjust and unwise to levy a postal charge that will put many of the publications out of business. "There are hundreds of small papers and magazines, needed as educative forces in society, which would disappear if this revenue bill becomes law as now written," declares the Buffalo *Express;* and Mr. Curtis, of the Curtis Publishing Company, exclaims that "If von Tirpitz himself had drawn this revenue bill it could not declare more ruthless warfare on the periodicals of the country." In fact, "it kills where it should foster," observes the New York *World*, so that, while "presented as a measure to increase the revenue, it will have the opposite effect." "In other words," adds the Philadelphia *Public Ledger*, "the Government would be itself the loser by taxation that would be practically confiscation. It should require no great financial genius to see that." The effect of the tax was most clearly shown, perhaps, when the publishers of eighty-six of the largest magazines stated under oath that their average earnings for 1916 were only $15,000 each, while under the proposed rates their increased expenses would be in excess of $40,000 each. The Brooklyn *Eagle* hears that "the circulation of New York magazines west of the Mississippi would be almost cut off by this law," and the St. Louis *Post Dispatch* believes that "the proposed rates would not only injure the newspapers and deprive the Government of revenue, they would deprive millions of people of the best metropolitan newspapers, of news and informing material from the best minds of the world, gathered at enormous expense." It would be a "tax on education," objects the El Paso *Times*, for—

> "Millions upon millions of our citizens rely wholly upon magazines, newspapers, and other publications passing through the mails at the second-class rate for their information as to what is going on in the country and in the world at large. Public opinion is formed almost entirely as a result of discussion of matters that have appeared in the public prints. In this country there is really no other source of information. Americans are a newspaper- and magazine-reading people. Almost every person who has reached the years of understanding is a reader of one or more magazines, and of one or more newspapers, and it is these people who will have to foot the bills for the increased cost or curtail the amount of their reading-matter. That the latter course will be followed in thousands of homes throughout the country there can be little doubt. It will thus be seen that instead of bringing an increase in its revenues, the new law will in all probability result in a reduction of the receipts of the Post-office Department for this class of matter."

The zone plan, to increase postage according to distance, brings out another objection, for, as the Springfield *Republican* argues, it would "create artificial barriers to the free interchange of thought between various parts of the country and permit sectionalism." *The Republican* believes further that the American press in general is even now "too sectional in its outlook," and the zone system would "aggravate this fault."

The threatened injury to periodicals is more serious than to newspapers, remarks the Philadelphia *Public Ledger*, for the obvious reason that the normal area of the circulation of periodicals is greater, while the bulk of subscribers to a newspaper live within a comparatively short distance of the office of publication. Yet, however the zone system might work in the case of newspapers, this journal adds, its application to periodicals has been condemned by a competent commission, consisting of Charles E. Hughes, President Lowell, of Harvard, and Henry P. Wheeler, president of the Chicago Chamber of Commerce, who investigated the subject in 1911. It was then pointed out that the system had been tried years ago and had been rejected, "in view of the larger interest of the nation as a whole," and that it seemed to be "entirely impracticable." *The Public Ledger* concludes by asking whether the people of Texas would pay 30 per cent. more, or the people of California pay 50 per cent. more, for their periodicals than the people of New York, "because it would be impossible for the publishers to supply them upon any other terms."

OUR "TRIPLE UNDERSTANDING"

A POPULAR RATIFICATION of our declaration of war is seen by some newspaper observers in the reception given to the French and British envoys. In the moment of welcome the American people put the war and the Allies permanently in the possessive case; both are now recognized as ours. The Brooklyn *Eagle*, for instance, represents the crowds acclaiming the Marshal of France as saying to themselves: "Joffre is not merely a soldier; he is our soldier. He has been fighting our battle, and, please God, we mean to turn about and help him fight it to its finish." That was what the welcome meant in Chicago, and St. Louis, and Kansas City, as well as in New York, and Philadelphia, and Boston, and Washington. Chicago forgot the momentary backwardness of her mayor in the magnificent demonstration given the French envoys. In Kansas City, Governor Capper, of Kansas, once pacifist Governor of a pacifist State, assured the Frenchmen that "Kansas is ready now to stick until the last shot has been fired for the glorious victory which shall be ours." The Kansas City *Star* thus welcomed Joffre and Viviani in their own language, and in the name of that Mississippi Valley which was once charged with blindness to the issues of the war:

> "Aujourd'hui les états de la Vallée du Mississippi comprennent, avec le reste de la Nation, que vous avez, vous, en France, combattu la bataille de l'Amérique. Ils se rendent compte maintenant que les États-Unis ont un intérêt commun avec tous les peuples libres, en participant à la lutte qui doit sauvegarder la démocratie du monde, comme l'a dit le Président Wilson."

But *The Star* returns to a more familiar tongue to tell its readers emphatically and explicitly why this is "our" war, not "their" war:

> "This is 'our' war because, as the world's greatest democracy, we are concerned in making the world safe for democracy. That, as the President has said, is the issue on which America entered the conflict. If autocracy wins this war the next war it wages will be 'our' war in the sense so intimate that no American will fail to understand it, for it can hardly fail to be waged against us.
>
> "Wherever war threatens democracy or the national security of peoples trying to work out their own well-being in peace, that is 'our' war. It is 'our' war when a military Government, repressing democracy at home, and guided by deliberate purpose pursued through years and generations, suddenly tears up treaties and looses its armed hosts upon peaceful neighbors in a war of conquest and plunder. It is 'our' war when such a Government makes war upon international law and the laws of humanity, committing wholesale murder at sea, deporting civil populations into slavery, and wantonly destroying everything by which the kindliness of nature and the industry of man have made the earth fair.
>
> "America is not merely helping out in 'their' war by supplying other nations with money and materials to fight it. If the stake was anything but democracy's stake—not our democracy's alone, but the democracy of the world—we would not be in the war at all. We can justify ourselves being in on no other ground than that it is a war of autocracy against democracy, and being in because it is a war of that character, it is 'our' war to the last shot."

The union of flags in the streets of St. Louis, originally a French settlement, is taken by *The Star* of that city to "typify a perpetual union of purpose and the determination to continue the struggle under whatever adverse conditions may develop until victory shall have been secured and peace based upon popular government and integrity of small nations assured." The flying of the different Allied flags, side by side, in token of unity does not seem quite enough to the Adrian *Telegram*. It is held ungracious to select one or two of our Allies, and there are practical difficulties in displaying conspicuously the flags of all, so the Michigan editor suggests "the creation of a flag of the Allies to hoist just below our national flag—one flag symbolic of all the nations that are fighting against Germany, now or at any future time." *The Telegram* calls for a new flag, a simple flag, a flag worthy to live as an "inspiration to all free people," to "serve as a symbol of their united moral strength, and, if need be, to be carried into some future struggle of right against wrong."

Before the envoys came, the New York *Times* observes, the country was so quiet that some began to wonder if the people really understood what our entrance into the war meant. But the visitors from France and Britain "have shown what the country thinks and feels." The American people, continues *The Times*,

> "feel the issues, the vital and sacred issues, of this conflict of democracy with absolutism. They know what sacrifices, what sufferings, what woes innumerable and intolerable cruelties have been wrought in a war which, to change the famous description of the Crusades, may well be called *Gesta Diaboli per Germanos*, the 'Devil's doings by the Germans.' They know that the way to democratic victory is long and costly. They don't weigh the cost. They hail the call to fight for liberty and self-government, their own and all men's. The glow and fire of the multitudinous welcome to the French and British War Commissions bespeak the popular temper, the popular grasp of the peril, and the hope of all democracies. . . . . . .
>
> "Between Great Britain, France, and the United States there is the national alliance of democracy. Their fleets and armies can keep the peace of the world, if men are not sick of war for a long time to come."

This note was naturally sounded again and again in the series of addresses made to the envoys and by them. The eloquent Viviani told a New-York audience of his hope that our flags would soon be flying beside the British and the French in the trenches, but adding the somber warning "that alongside of the stars it will have holes, and among its red stripes the white will be stained with the blood of your children." France, he said, expected America to come into the war, and knows that she came, "not only for your national vindication, but for the vindication of human rights; and it is for human rights that you are fighting, for the most sacred rights of free men." The "sacred union" of the United States and the Entente Allies in this cause, Mr. Viviani declared in Kansas City, "will not be dissolved until German imperialism has been destroyed and the peace of the world assured."

Mr. Balfour, in New York, declared that the good and sufficient reasons for which the individual Allies entered the war did not make the war one of separate interests, but were only "symptoms of the absolute necessity in which a civilized world finds itself to deal with an imminent and overmastering peril." That peril is defined as "the calculated and remorseless use of every civilized weapon to carry out the ends of pure barbarism." In other speeches, notably those before the United States Senate and House of Representatives, Mr. Balfour emphasized his confidence in the joint victory of the free peoples of Western civilization over German autocracy.

These declarations of unity seem to the Boston *Transcript* "almost to create a new citizenship, a new allegiance—the citizenship of a Greater Republic of ultimate democracies and an allegiance to a future League of Peace which shall rest on the understanding that the civic liberties of Europe and America are not again to be disturbed by attempts at tyrannical domination." *The Transcript* is no less confident than the envoys that "this great Triple Understanding can no more fail than the eventual resplendent rising of the sun upon a long night's darkness can fail."

Mr. Balfour listened to the sermon in which Bishop Brent told how Americans "are now sharing with the Allies a common experience, one so intimate that nations blend with nations and blood with blood." He heard another speaker at a banquet say solemnly and reverently of America, Britain, and France: "Those whom God has joined together to battle for liberty and the enduring peace of the world, let no man and no cause put asunder." And if he had had time to read all the American papers during those days he would have noted many prophecies of the permanency of the new "partnership for democracy," such as this from the New Haven *Journal-Courier:*

> "There can be no such gathering of earnest spirits without a common understanding resulting which will forever save them from open revolt. No league of nations can ever equal it in its powers of endurance. At this moment three of the major nations of the world are, before a word has been spoken, in agreement to work hereafter for international peace, and to bring with them into that concert of purpose their smaller but resourceful Allies. A miracle has been performed and it has been easy of performance because the end sought is noble and unselfish, the betterment of the world by the process of free intercourse, not the enslavement of the world by process of military supremacy."

But the envoys came for more than cheers, our editors note; for something more immediate and particular than affirmations of lasting friendship or declarations for future leagues of peace. Our enthusiasm must lead to action, and that, as the New York *Journal of Commerce* reminds us, of "the most serious and determined kind." From our visitors, says the Boston *Journal*,

> "we learn that the United States is depended upon to turn the tide of battle; to fatten the dinner-tables of the Allies, to crush the German submarine, to clinch the slender victories in France. It's war, and it's hell. There are grim days ahead. But America will be there. With the first tramping of American army-boots in France, perhaps even with the first call of the draft, the war will take possession of the American mind and the great metamorphosis will begin."

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"REMEMBER, WE SHALL MEET AGAIN TO CELEBRATE THE VICTORY."

These were Mr. Choate's parting words to Mr. Balfour after the aged American statesman's strenuous days of leadership in New York's welcome to our Allies' envoys. Mr. Choate died suddenly in the evening of the following day. The picture shows the two men (Mr. Balfour at the reader's left) as they rode through New York last week.

With "Great Britain overtaxed, France heroically bleeding to death, Italy feeble and uncertain, Russia for the present worse than useless," what, asks the Philadelphia *North American*, is the one unavoidable conclusion? "It is that if this war is to be won it must be won by the United States."

This war, into which we entered "with no special grievance of our own," nevertheless, as President Wilson went on to say in his speech dedicating the Washington Red Cross Memorial, "means grim business on every side of it." It means, according to the Chicago *Tribune*, that "either Germany will be defeated or the United States will be defeated." The latter alternative seems impossible to the Chicago editor. It is "our eagle or Wilhelm's," and *The Tribune* is confident that "the German bird will have to pick itself out of the dust."

OUR WAR-PROFITEERS

THE KAISER'S ALLIES IN AMERICA are the food-gamblers, says the Cleveland *Plain Dealer*, a verdict which the great majority of the press indorse. Those who "undertake to corner the market in any staple," says the New York *Sun*, "should be put into the same class with the spy and the traitor and share their fate," while the New Orleans *Item*, in a scathing editorial, remarks, "we don't call a food-speculating jackal an 'ally of the Kaiser,'" that is too dignified a term; "they are friends of themselves, first, last, and all the time, patriots when patriotism costs them nothing." A very similar opinion was exprest by Mr. Carl Vrooman, the Assistant Secretary of Agriculture, in his address to the Chicago Association of Commerce, and he further charged that the food-speculators are maintaining an expensive lobby at Washington to prevent, if possible, anything in the shape of Federal control of prices. He remarked:

> "Food-speculators, some of them men of immense wealth, who are taking advantage of war-conditions to exploit their fellow citizens, are allies of the Kaiser. The unpatriotic and disloyal lobby that is trying to defeat the determination of Congress and of the people to put the agricultural resources of the nation on an efficiency basis should be made to feel the condemnation of every real American."

The Indianapolis *News* dots the i's and crosses the t's in this address by saying:

> "We have heard much condemnation during the past three years of the pro-Germans, both native and foreign-born. There are pro-Germans who never saw Germany, men who no doubt often talk most patriotically. It is quite possible that some of those of whom Mr. Vrooman speaks have been bitter in their condemnation of German-Americans. They would do well to look to themselves."

Taking Mr. Vrooman's speech as the first rumblings of a coming storm, the Chicago Board of Trade determined to get in out of the wet and stopt all trading in May wheat when it had reached the unprecedented price of $3.25 a bushel, and dispatches from Chicago tell us that July and September wheat trading must now be done at a maximum price of $2.75 and $2.45 a bushel respectively. This step bids fair to falsify Mr. Herbert C. Hoover's prophecy of $5 wheat, which he made when urging Government control to a representative of the Associated

Press. As head of the Belgian Commission Mr. Hoover is an expert on food-problems, and it is therefore comfortable reading when he says:

> "There is absolutely no occasion for food-panic in this country nor any justification for outrageous prices, unless the opposition of special interests defeats the President in obtaining the necessary powers to control the nation's food fully and adequately. America's problem is not one of famine, for we have now, and will have next year, a large surplus. Our problem is, after the proper protection of our own people, to give to our Allies the last ounce of surplus of which we are capable. . . . . . .
>
> "If, however, the whole world, Allied and neutral, is to have the unrestricted run of our markets in competition with each other and in competition with the speculator in this country, we may expect to see $5 wheat before the year is over."

Notwithstanding the action of the Chicago Board of Trade, whose example has been followed by the Boards in other great food-trading centers, the press generally call for drastic action by Congress, and the St. Louis *Post Dispatch*, in company with the Springfield *Republican*, urges joint action by the United States and Canada:

> "The wisdom of such a move is manifest. If one country should adopt effective safeguards of this description while the other adopted none at all or safeguards of different character, the opportunity to transfer their operations from one side of the line to the other would be afforded a class of unscrupulous speculators far too numerous in both Union and Dominion."

On the other hand, the Denver *Rocky Mountain News* points out that the food-gambler of the Chicago Wheat Pit is not entirely responsible for present high prices:

> "Cereals are scarce the world over, and for two reasons—sun-spots and war. Climatic conditions for two years, more particularly, however, for last season, were against big harvests such as the world's demands required. By this spring the supplies of grain were at a low ebb. Then there were superimposed on this unavoidable condition the withdrawal of labor from farms and the actual destruction of great acreage on the European continent. The law of supply and demand would of itself bring about high prices. Competition among the nations would insure to the grower and middleman war-time profits."

War-"profiteering," it appears, is not confined to wheat-gamblers; others are touched with the habit. Mr. Franklin D. Roosevelt, Assistant Secretary of the Navy, has fiercely indicted the ship- and yacht-owners. The New York *American* publishes his letter of May 12 to the House Naval Affairs Committee, in which he wrote:

> "Two weeks ago an emergency arose that required the purchase of vessels suitable for mine-sweeping. There have been obtained thirty-four vessels at prices away beyond reason. Owners of most of the tugs and fishing-boats suitable for this work absolutely refused to consider either lease or purchase; others asked outrageous prices. As an example, a fishing-vessel was appraised for $30,000. The owner would not sell for less than $112,000. The $30,000 was more than the cost of the vessel. More examples can be given, some worse and some better."

TOPICS IN BRIEF

One ship we can afford to lose is the censorship.—*Brooklyn Eagle.*

An army at the front is worth two in the training-camps.—*Baltimore Sun.*

The food situation is acute when they fight so over Mush.—*St. Louis Globe Democrat.*

One can admire Marshal Joffre without being able to pronounce him.—*New York Morning Telegraph.*

We didn't start the war, but there is a general expectation that we're going to finish it.—*Philadelphia Press.*

The time for the War Department to have prepared for a three-year war was three years ago.—*Boston Transcript.*

The Roosevelt army is causing a deadlock on the Potomac, but it would loosen things up on the Rhine.—*Boston Transcript.*

It is reported that the Berlin police have arrested a man because he shot at the Kaiser and missed.—*Philadelphia North American.*

There's really nothing like a heavy dose of *U*-boat for a bad case of neutrality.—*Council Bluffs Nonpareil.*

"**Potatoes** are as necessary as cartridges," says Governor Stephens, and much more digestible, it might be added. —*San Francisco Chronicle.*

There is a gray-haired wizard who is going to cross your path, Mr. *U*-boat, and you're going on a long, long journey.—*Chattanooga News.*

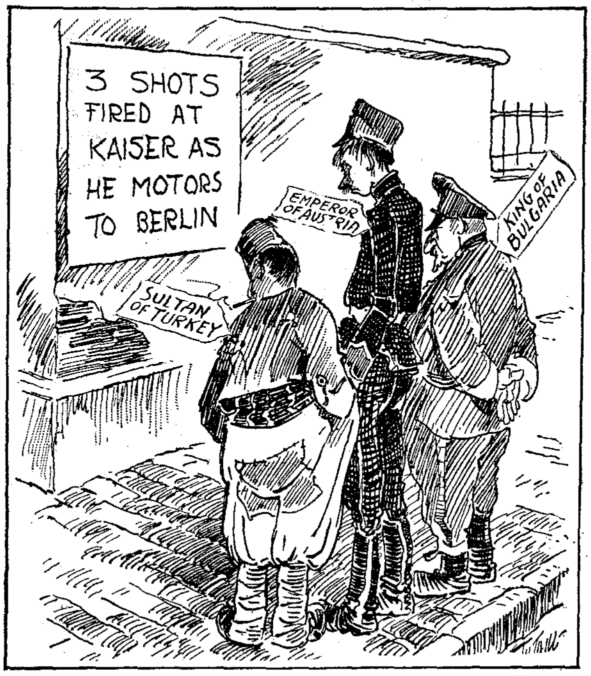
Mr. Balfour's enthusiastic reception by Congress ought to convince the English that we are willing to forget George III. if they can.—*Kansas City Times.*

It is a historic fact that every reduction of letter-postage in the history of the Government has resulted in larger revenues.—*New York Morning Telegraph.*

Another reason why the soldiers of the Confederacy finally succumbed to hunger was that they didn't know cotton-seed-meal was first-class bread material. —*Dallas News.*

If it is true that the people of Constantinople haven't yet heard that the British have captured Bagdad, it shows a postal condition that needs a Democratic administration.—*Dallas News.*

The Mayor of Chicago refers to that city as the sixth largest German city in the world. That should enchant the people of Chicago, who have liked to think of it as the second largest American city.—*Kansas City Star.*



THREE SUSPECTS.

—Tuthill in the St. Louis *Star.*

"Too proud to fight" has now become "Proud to fight too."—*Punch.*

It's getting along in the afternoon of "*Der Tag.*"—*Council Bluffs Nonpareil.*

In a historical and dynastic sense the submarine can sink Germany.—*Wall Street Journal.*

It seems that the Russians are determined to prove that they need a Czar after all.—*Savannah News.*

Bethmann-Hollweg must love his country very much or he would not consent to be the goat.—*Chicago Daily News.*

German efficiency got a sad blow when that shooter missed the Kaiser in three trials at short range.—*Pittsburg Dispatch.*

Furthermore, if John Barleycorn is a square and fair fighter, why does he always hit his opponent under the belt?—*Dallas News.*

When it comes to limiting the power of the Kaiser we place more dependence on the Allies than on the Reichstag.—*Boston Transcript.*

Worth noting that the colors on the Tricolor of France, the Union Jack, and the Star-Spangled Banner are the same.—*Wall Street Journal.*

Julius Cæsar, son of Minnie Cæsar, of Brooklyn, has joined the United States marines and will help overcome the Goths.—*Chattanooga News.*

That truth is mighty is amply proved by the fact that it still survives after German statesmen have stretched it all out of shape.—*Kansas City Star.*

Berlin says the German line is invincible. Certainly. Whenever it is in danger they just move it back three or four miles.—*Philadelphia North American.*

Hindenburg may have paraphrased Grant's famous line so that it reads: "We'll fight it out on this line if I have to take the line with me."—*New York Morning Telegraph.*

"**If** we take over men's jobs, we demand men's pay," says one organization of women. Well, we hope they get it, if they earn it. But we don't know how some of them are going to live on it.—*Kansas City Star.*

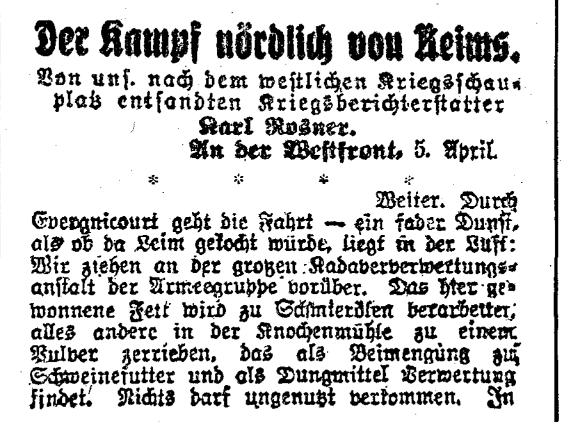
It is requested of the press that no speculation or rumor be published other than those given out by the War Department.—From a War Department statement. Secretary Baker should establish special days for issuing his speculations and rumors.—*Philadelphia North American.*

FOREIGN - COMMENT

A GHASTLY CHARGE AGAINST GERMANY

AN ASTOUNDING STORY, so incredible as to excite the gravest suspicions as to its veracity, yet so widely circulated as to demand as full an investigation as circumstances permit—as a matter of simple justice to the enemy—first appeared in *La Belgique*, a Belgian organ published at Leyden, in Holland, on April 3. Further publicity was given to it by its reproduction in the Havre *Indépendence Belge*, a semi-official organ of the Belgian Government. Briefly, it is charged that the Germans are using the bodies of the fallen to obtain from them fats, glycerin, and other necessities for the manufacture of munitions. *La Belgique's* story runs:

> "We have known for long that the Germans stript their dead behind the firing-line, fastened them into bundles of three or four bodies with iron wire, and then dispatched these grisly bundles to the rear. Until recently the trains laden with the dead were sent to Seraing, near Liége, and a point north of Brussels, where were refuse-consumers. Much surprize was caused by the fact that of late this traffic has proceeded in the direction of Gerolstein, and it was noted that on each wagon was written *D.A.V.G.*
>
> "German science is responsible for the ghoulish idea of the formation of the German Offal Utilization Company (Limited) (*D.A.V.G.*, or *Deutsche Abfall-Verwertungs Gesellschaft*), a dividend-earning company with a capital of $1,250,000, the chief factory of which has been constructed 1,000 yards from the railway connecting St. Vith, near the Belgian frontier, with Gerolstein, in the lonely, little-frequented Eifel district, southwest of Coblentz. This factory deals specially with the dead from the West front. If the results are as good as the company hopes, another will be established to deal with corpses on the East front.
>
> "The factory is invisible from the railway. It is placed deep in forest country, with a specially thick growth of trees about it. Live wires surround it. A special double track leads to it. The works are about 700 feet long and 110 feet broad, and the railway runs completely round them. In the northwest corner of the works the discharge of the train takes place. . . . . .
>
> "From the treatment result several products. The fats are broken up into stearine, a form of tallow, and oils, which require to be redistilled before they can be used. The process of distillation is carried out by boiling the oil with carbonate of soda, and some part of the by-products resulting from this is used by German soap-makers. The oil distillery and refinery lie in the southeastern corner of the works. The refined oil is sent out in small casks like those used for petroleum, and is of a yellowish-brown color."



Der Kampf nördlich von Reims.

Von unſ. nach dem weſtlichen Kriegsſchauplatz entſandten Kriegsberichterſtatter
Karl Rosner.
An der Weſtfront, 5. April.

* * * *

Weiter. Durch Evergnicourt geht die Fahrt — ein fader Dunſt, als ob da Leim gekocht würde, liegt in der Luft: Wir ziehen an der großen Kadaververwertungsanſtalt der Armeegruppe vorüber. Das hier gewonnene Fett wird zu Schmierölen verarbeitet, alles andere in der Knochenmühle zu einem Pulver zerrieben, das als Beimengung zu Schweinefutter und als Dungmittel Verwertung findet. Nichts darf ungenutzt verkommen. In

IS THIS AN ADMISSION?

Facsimile of the passage in the Berlin *Lokal Anzeiger* which French and English papers say proves the charge that the Germans are using their dead. A translation appears in the body of the article.

A seeming confirmation of this ghoulish story, which reads like the imaginings of a disordered mind, is found in the Berlin *Lokal Anzeiger* of April 10, and it is pounced upon triumphantly by the London *Times*. Dr. Karl Rosner, describing for the *Anzeiger's* readers his experiences at the front north of Reims, is credited by *The Times* as saying:

> "We pass through Evergnicourt. There is a sickly smell in the air, as if glue were being boiled. We are passing the great Corpse Utilization Establishment (*Kadaververwertungsanstalt*) of this Army Group. The fat that is won here is turned into lubricating oils, and everything else is ground down in the bones-mill into a powder which is used for mixing with pigs' food and as manure. Nothing can be permitted to go to waste."

The whole affair was received with incredulity by the more sober organs of the English press, and especially by the Manchester *Guardian*, which belabors *The Times* for lending its authority to such a tale. The German Government, naturally enough, promptly issued a denial, through its official press bureau, which runs:

> "The English wireless service is spreading the loathsome and equally ridiculous report that the German authorities use the bodies of dead soldiers for industrial purposes and for extracting from them lubricating oils and food for hogs. The English reports quote as their authority a report published in the *Lokal Anzeiger* describing the mill where the carcasses of animals are transformed into oil. The German expression used in this report was *Kadaver*, which, as everybody conversant with German knows, is never used for human bodies, but only for the carcasses of animals. The *Lokal Anzeiger*, commenting upon this last performance of anti-German propaganda, calls it the 'acme of stupidity.'"

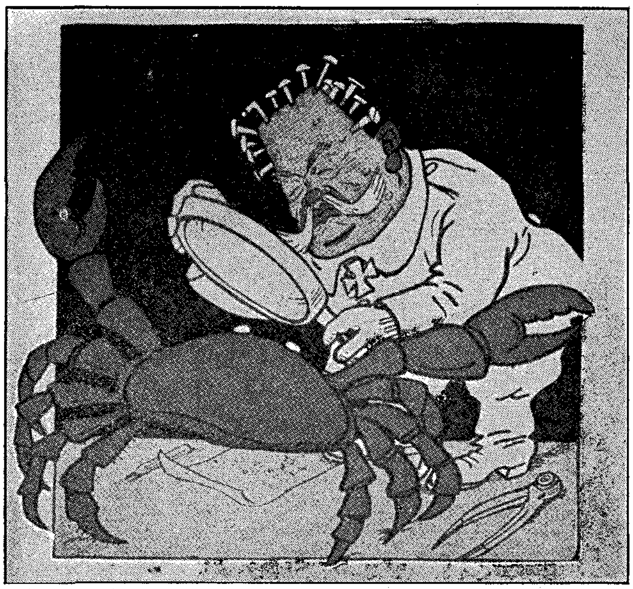
The Times, however, **returns to** the charge:

> "It will be observed at once that this characteristic German *démenti* carefully abstains from denying the charge that matters—the charge that the German authorities do use the bodies of dead soldiers. The statement that the report is 'loathsome and ridiculous' is not a statement that the report is untrue.
>
> "Meanwhile the German wireless declares that the word *Kadaver* 'is never used for human bodies, but only for the carcasses of animals.' This statement is definitely and deliberately untrue. Apart from the authority of any good dictionary, even Meyer's 'Konversations-Lexikon' does not go further than to say that the word *Kadaver* is used 'especially' of animals. Meyer says that the word *Kadaver* means dead body (*toter Körper*) or corpse (*Leichnam*). **Kadāver (lat.), toter Körper, Leichnam, beſonders von (Haus-)Tieren.** Muret-Sanders' 'Enzyklopädisches Wörterbuch' adds: **Kadaver** (˘ˊw˘) [**lt.** *n*] *m* (**Leiche**) corpse, dead body; (**Aas**) carcass."

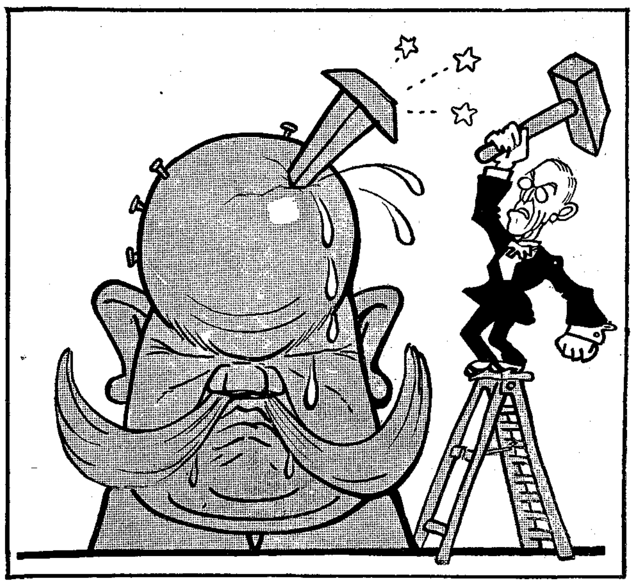
Meanwhile further apparent confirmation turned up from so unexpected a source as China. The Shanghai *North China Herald* of March 3 describes the interview in which the German Ambassador in Peking, Admiral von Hintze, sought to persuade the Chinese Premier not to break with Germany. *The Herald* said:

> "But the matter was clinched when Admiral von Hintze was dilating upon the ingenious methods by which German scientists were obtaining the chemicals necessary for the manufacture of munitions. The admiral triumphantly stated that they were extracting glycerin out of the dead soldiers! From that moment onward the horrified Premier had no more use for Germany, and the business of persuading him to turn against her became comparatively easy."

In France the story is received with some reserve, the Paris *Matin* pouring floods of scorn upon those who are credulous enough to believe it. At the same time some of the greatest



MASTERS OF STRATEGY. THE TWO GREAT RETREATERS.
—*Iberia* (Barcelona).



ANOTHER NAIL FOR A WOODEN HEAD.
—*Esquella de la Torratxa* (Barcelona).

TWO ANTI-GERMAN STRAWS FROM SPAIN.

minds in France accept it as genuine. Mr. Clemenceau, an ex-Premier, writes in his *L'Homme Enchaîné:*

> "At first we refused to admit the horror of such profanation as the Germans exploiting the bodies of their soldiers. But the existence of this abominable industry is confirmed by the evidence of an American consul."

The Paris *Libre Parole*, anything but a yellow journal, says:

> "The *Boches* allow nothing to be wasted, not even their dead fallen on the field of honor. They make explosives of them. The German papers boast of it, considering it a great honor that German industrial chemistry should extract from the gloriously fallen hero a pound of lubricating products."

Some rather qualifying information is afforded in a letter appearing in one of the London papers, *The Westminster Gazette.* The correspondent writes:

> "In the interests of truth may I point out that the process of corpse—or, rather, carcass—conversion has long been practised in Germany. An industry of this sort was started at Augsburg so long ago as 1881 by one Podewilz, for the supply of machines for *Kadaververwertung.* It was a *Fabrik für Faecalextraction.* Then it became a limited company, which advertised *Kadaververwertungs-Maschinen, Komplete Einrichtungen für Abdeckerei und Bluttknockerei* ('*Deutsches Reich-Adressbuch,* II, 506'). But the advertisement of Heinrich Schirm, of Leipzig, proves that the word *Tier* (animal) should be understood before *Kadaver* (carcass), thus *Maschine und Apparate neuster und bewährtester Konstruction für Verwertung von Tierkadavern und Schlachthausabfallen* (slaughter-house offal) (*ib.* III, 5,428). All about Gerolstein may be read in the same work, *ib.* II, 3,604)."

The Manchester *Guardian* considers that this letter settles the matter, and remarks editorially:

> "It is always wise as well as just to be scrupulously accurate in bringing charges against an enemy, and it is doubly wise when that enemy is Germany. For the Germans have been guilty of so many and such abominable outrages that another could hardly add weight to the indictment against them, whereas the proved erroneous attribution to them of an offense might weaken in the minds of neutrals the conviction of guilt in the case of those atrocities which they have in fact indisputably committed."

In reply to this editorial a correspondent writes:

> "The Union of German Farmers, which is appointed by the German Government to buy up all fodder-stuffs for distribution, issued on November 18, 1916, a list of fixt purchase prices. They quote, at the price of 300 marks a ton in bulk and 325 marks a ton in sacks, two sorts of meal. The one is *Tierkörpermehl*, which is obviously meal made from the bodies of animals, and *Kadavermehl*, which as obviously is something else. What is that 'something'?"

GERMANY'S VICTORY IN SPAIN

THE GENTLE GERMAN, says the Madrid *Liberal*, "does not even spare his friends," and despite Spain's benevolent neutrality her shipping is being destroyed with consistent German thoroughness. The latest example of the enemy's disregard for the rights of friendly neutrals was the sinking of the Spanish steamer *San Fulgencio*, which, tho armed with a German "safe conduct," was sent to the bottom without warning. This act the Madrid papers tell us raised a pretty hubbub in the Spanish capital and caused the overthrow of the Romanones Government. The London *New Age* publishes this succinct digest of the situation:

> "The sinking of the *San Fulgencio* . . . led to an energetic protest and a demand for an indemnity; but the pro-German elements in Spanish politics and in the Spanish press promptly secured the resignation of the Government, and Count Romanones, a strict neutralist with pro-Ally leanings, has retired to make way for Señor Garcia Prieto, President of the Senate. For months past the Spanish press, like Spanish political groups, has been divided into three well-defined sections—the section taking the part of the Central Powers, the section taking the part of the Allies, and the section endeavoring to remain strictly impartial and neutral. But it has been remarked time after time by the leading Madrid organs that the pro-German papers which attacked the Government were permitted to do so practically unmolested by the Censor or the Public Prosecutor, whereas papers striving to put forward the case for the Allies were greatly hampered in their task. It is not denied that the German campaign in the Spanish press has been engineered from the German Embassy in Madrid and paid for by German money. Altho, therefore, the mass of Spanish intellectuals and the liberal elements throughout the country are heart and soul with the Entente Powers, it must be acknowledged that German and Austrian influences are very strong."

Meanwhile the more radical wing in the Spanish Parliament is agitating for a less supine policy. *El Pais*, the organ of the Madrid Republicans, reports the radical leader, Señor Lerroux, as saying in the Cortes:

> "The real danger is that neither this nor preceding Governments have done anything more for the country than bleed it, diminish it, and rob it of its virility, so that the Spanish race finds itself to-day reduced to this predicament of shameful neutrality.
>
> "I am speaking of spiritual neutrality, of that absence of ideals which has robbed our public opinion of all true means of expression, and which has atrophied our faculty of indignation, for to ask us not to think and not to feel in present circumstances is asking too much neutrality from those of us in whose veins

still runs the blood that rose in defense of the country's honor at the time of the Caroline incident."

The President of the Senate, the Marquis Alhucemas, protests in the Madrid *Epoca* that the interests of the country are safe in the hands of the Government, for "it has not adopted the formula of 'neutrality *à outrance*,' that is to say, whatever may happen." He proceeds:

> "As a matter of fact, it reserves the right—and has not feared to say so—to change its present attitude if events should unfortunately demand such a course. In such regrettable circumstances the Government would appeal to the country for a true expression of its wishes, and would submit proposals which it considered adequate for the defense of the interests of Spain."

"Where are we going?" asks the Madrid *Liberal:*

> "A great country like Spain can not, unless it means to commit moral suicide and belie its whole history, declare, as some false patriots are doing, that humiliation is preferable to the risks of a conflict."

El Liberal quotes the article appearing in the *A. B. C.*, one of the pro-German papers of Madrid, in which the writer declared that the Spanish Army—for which he spoke—was "determined not to enter the war," and it asks:

> "Can a representative of the Army and a patriot really say such a thing? We repeat that it is not a question of war, and we repeat also that we are as much as any one in favor of peace and neutrality, but since we do not know what German madness has in reserve for us, and since we do not believe that honor consists in submitting to a country whose sailors insult our flag, we must declare quite plainly that it is for the Cabinet alone to judge of the gravity of the situation. In our opinion Germany is the only country which may oblige us to abandon our neutrality."

The Madrid correspondent of the London *Times* admits that Spanish statesmen have a difficult row to hoe these days:

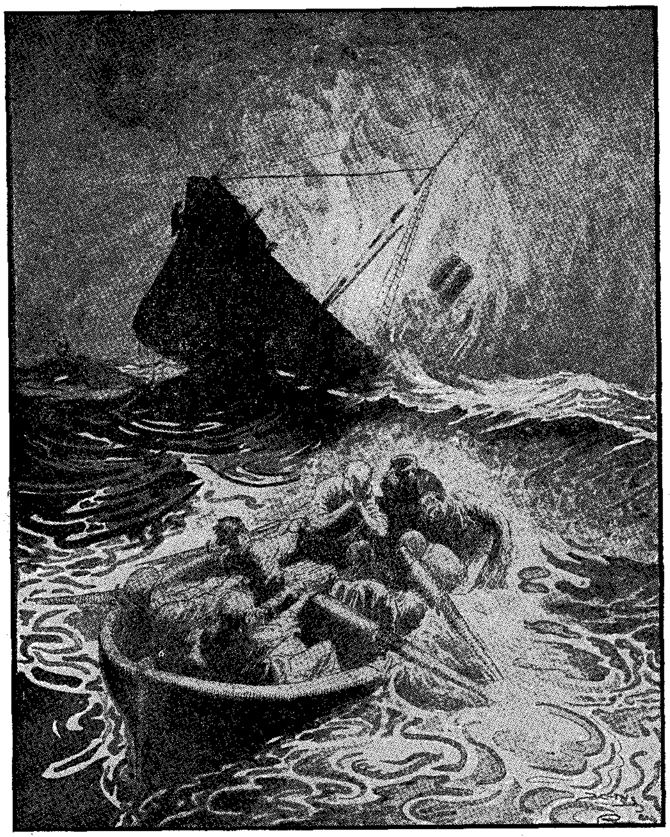
> "Spanish statesmen, it must in justice be admitted, have not had an easy task. They have had to choose between two courses of action—the higher course, which would have entailed sustained effort, some unpopularity, and a certain amount of risk; and the lower, which was easy, safe, and immediately profitable. In favor of this lower course was ranged the whole of that part of the Spanish nation which represents authority, inherited wealth, and privilege. The greater part of the clergy, with their blind antipathy to the French; the Conservatives and Carlists, with their secular jealousy of England; the Army, with its professional zeal for the first military Power in the world; the leisured classes, conscious of their own want of preparation to face a supreme crisis and shrinking from any course which might entail unaccustomed effort or risk—all these combined to prevent the Government from uttering or allowing to be uttered effective criticism of German action, however outrageous, lest they be involved in the quarrel. The exaggerated fears and narrow outlook of these people created an atmosphere in which Ministers have neither been able to act nor speak with frankness."

The retiring Premier, Count Romanones, paints a dismal picture of the condition to which Spanish shipping has been reduced by German submarine aggression. In an interview with the *Petit Parisien*, after his resignation, he told that paper's correspondent that Spanish owners simply refused to let their larger ships sail, and out of a very limited mercantile marine Spain had lost thirty-five ships of over 1,000 tons since the Germans began their unrestricted warfare. He contends that the neutrals suffer more than the belligerents, and says, in fact:

> "We neutrals are more blockaded than Great Britain. Our vessels no longer leave our ports, and business is paralyzed. Exports are impossible. It means ruin, and while they are ruining us the Germans are carrying on in our midst an energetic propaganda, seeking to frighten the people by dwelling in their newspapers upon the horrors of war, and setting themselves up as champions of the peace of the world.
>
> "The idea is absurd, but it is at the same time ingenious. France knows only too well the desperate expedients of German propaganda. The time has come when every man of conscience must give his vote and take his part in the European conflict. In tendering my resignation to the King, I voted for France."

ILLOGICAL NORWAY

THE ASTOUNDING TEMERITY OF NORWAY, in daring to protest when Germany sinks her ships, has excited angry comments in the German press. For example, the Berlin *Lokal Anzeiger* protests against the Norwegian Government's regulations forbidding German *U*-boats using Norwegian waters as bases, and proceeds to draw a subtle distinction between what the submarines do and do not do when they are engaged in the pleasant little task of starving England. From it we learn that they do not sink ships, a fact that will be news to ship-owners:



GERMAN CLAIMS.

"We fight for the freedom of the seas."

—*Hvepsen* (Christiania).

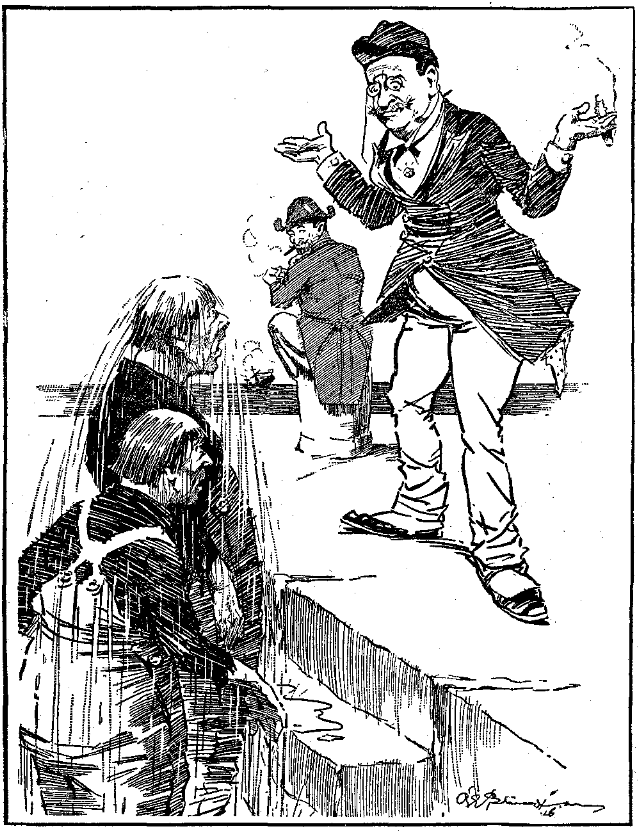
> "We do not sink the ships of any country; we sink only contraband, without considering what the ships are in which this contraband is, and as our action is thus not directed against Norway, we have the right to demand that the Norwegians shall not issue any Government regulations which in their intention and effect are directed against Germany."

Captain Persius, of the *Berliner Tageblatt*, solemnly warns Norway that all her shipping is liable to be destroyed unless she ceases to "engage in this nefarious carrying trade for England." He proceeds to add up the figures, not only of Norwegian but of all "enemy shipping," and continues, with a rather remarkable concession to the British:

> "The result of these calculations is that there is every prospect that our enemies' shortage of freight tonnage must increase from month to month. And apart from the losses in ships and the other factors, this shortage of tonnage has hitherto been due also to extremely defective organization. . . . One can not grudge the English their anxiety about the inability of their Government to master the difficult freight situation. Altho it is necessary to reckon with the expectation that here, as in so many other spheres, England will ultimately, altho slowly, succeed in becoming master of the situation, our confidence remains that our commerce-destroyers will do more damage than can be made good."

Nor does the fact that Norway, in her endeavor to protect her shipping, has taken exactly the same steps as Sweden save her from Teutonic wrath. What is passed over in the case of the somewhat pro-German Sweden is rank wickedness in somewhat pro-Ally Norway. The Berlin *Lokal Anzeiger* writes:

> "In the first place, the appeal to the case of Sweden does not hold good. *Si duo faciunt idem, non est idem.* But, apart from that, the absence of a protest to Sweden does not signify consent to the Swedish procedure. That also was not free from objection from the point of view of international law, and, indeed, anything which damages the position of submarines in international law is indefensible. Thus the claim to a precedent does not hold good as against us, for we have taken no part in the making of this precedent."



GERMAN LOGIC.

German Official—"Shocking! Shocking! England is to blame. She refuses us the freedom of the seas."

Norse Sailor—"But your German *U*-boat sank us."

German Official—"Eh? Vell, *Donnerwetter*, if you will go to sea that is your fault."
—*Passing Show* (London).

The *Kölnische Zeitung* angrily asserts that Germany has a legal right to sink Norway's ships:

> "The German procedure against the Norwegian ships which have taken over English 'world-trade' is justified in every respect, and if the Norwegian ship-owners desire to have the enormous profits for this 'world-trade' they must bear its risks also. For us, in the great world-struggle in which our existence is at stake, it is in the highest thinkable degree a 'vital question' and a 'matter of honor' to put an end to this English world-trade conducted by Norwegian ships, and to do so by the use of all war-weapons that are permitted by international law—among which weapons undoubtedly are our submarines. If the Norwegians desire to be honorably neutral, they must recognize this themselves, and in any case Norway may be certain that we shall not budge one step from our firm standpoint of law."

The Rhenish organ can hardly contain itself when commenting on these insolent Norwegians, for, it seems, they have not only protested against having their ships sunk, but have audaciously dared to criticize the manner in which the Germans have conducted themselves in Belgium. This to the *Kölnische Zeitung* is the last straw. It says:

> "Obviously it is a Norwegian national fault to interfere in foreign affairs, to preach morals to other people, and to pass damning judgments about conditions in other countries without knowing them accurately—and this applies particularly to Germany. . . . If one may trust the Norwegian press, Norway—notoriously the most democratic country in Europe, with the freest Constitution in the world, and a country, therefore, in which Parliamentarism blossoms and flourishes—itself has a Government which enjoys no confidence among the people, because it has repeatedly brought the country into a state of the greatest peril and want, and is ultimately to blame for the fact that the Norwegians are now cold and hungry, and have to let themselves be humiliated and ill-treated by their protector and real governor, England. And yet this same press dares to sit in judgment on Germany because Germany defends herself by all the means at her disposal against the barbaric war of starvation by which England, with Norwegian help, is trying to bring down the German people."

HOW CAN WE HELP RUSSIA?

STRICKEN BY FOES without and within, with a populace "drunk with liberty," as the Socialist Minister of Justice Kerensky phrases it, Russia is sadly in need of help. Can the United States and her allies render effective aid? The London *New Statesman,* itself a Socialist organ of the cautious Fabian type, answers emphatically "Yes," and says:

> "It is important for the future well-being of the Alliance that Western opinion should measure justly and reasonably the military prospects of revolutionary Russia. In some English newspapers one discerns a thinly disguised impatience with the revolutionists, as with men who have lowered the fighting strength of the Alliance. But this is a very false way of looking at the matter. The culprit in Russia is the old régime. . . . The German Government had come to rely on the treachery of this old régime as upon a trump-card which assured it the eventual winning of the hand. By sweeping it away the revolutionists have rendered to the Allies a great positive service."

We are encouraged to be both optimistic and helpful:

> "The attitude of the Western Powers for the time being toward their great Eastern ally must not be one of fretting over promised pounds of flesh and wondering whether they will get them, but of asking themselves night and day—How can we best help Russia? In particular they should do their utmost to induce the United States to bend its efforts in this direction. It is a pity that whereas Americans have an almost universal sympathy with France, on which almost the whole of their historic, romantic, and chivalrous instinct is concentrated, they had before the Russian revolution a diametrically opposite feeling toward Russia. The revolution has blunted their antipathy; but we fear it may be a long time before the idea of helping Russia gets any vogue in the United States like that enjoyed by the idea of helping France. And yet for geographical reasons America is peculiarly able to help Russia. From San Francisco to Vladivostok is only 50 per cent. farther than from New York to Liverpool, and there are no submarines in the Pacific Ocean."

One way in particular in which America can be of the greatest assistance to Russia is suggested:

> "The kind of help in material which might be given to Russia, especially by the United States, may be illustrated by a single example. Scarcely any handicap affects Russia in more varied ways than the utter insufficiency of her railway rolling-stock. The United States over its vast railway mileage has incomparably more rolling-stock than any other country in the world. A very slight use indeed of the 'comb' which has been so drastically applied to the British and French railways would enable enough rolling-stock to be sent *via* Vladivostok to give inestimable relief to the Russian transport problem. If the personnel and material for railway repair-shops were sent at the same time, the relief could be put upon a permanent basis. . . . If the Russian Government could be persuaded at the same time to accept the services of some expert American traffic-managers, the use of rolling-stock in Russia might be considerably speeded up."

The New Statesman would have us send troops to Russia:

> "If the Americans develop their idea of dispatching a 'sentimental' division to Europe in advance of their main force, they might well consider the claims of the Russian Republic. Help of this kind—indeed of any kind which is visible and tangible—would have an extraordinary 'sentimental' value in Russia at the present juncture."

SCIENCE - AND - INVENTION

REAL COAST-DEFENSES

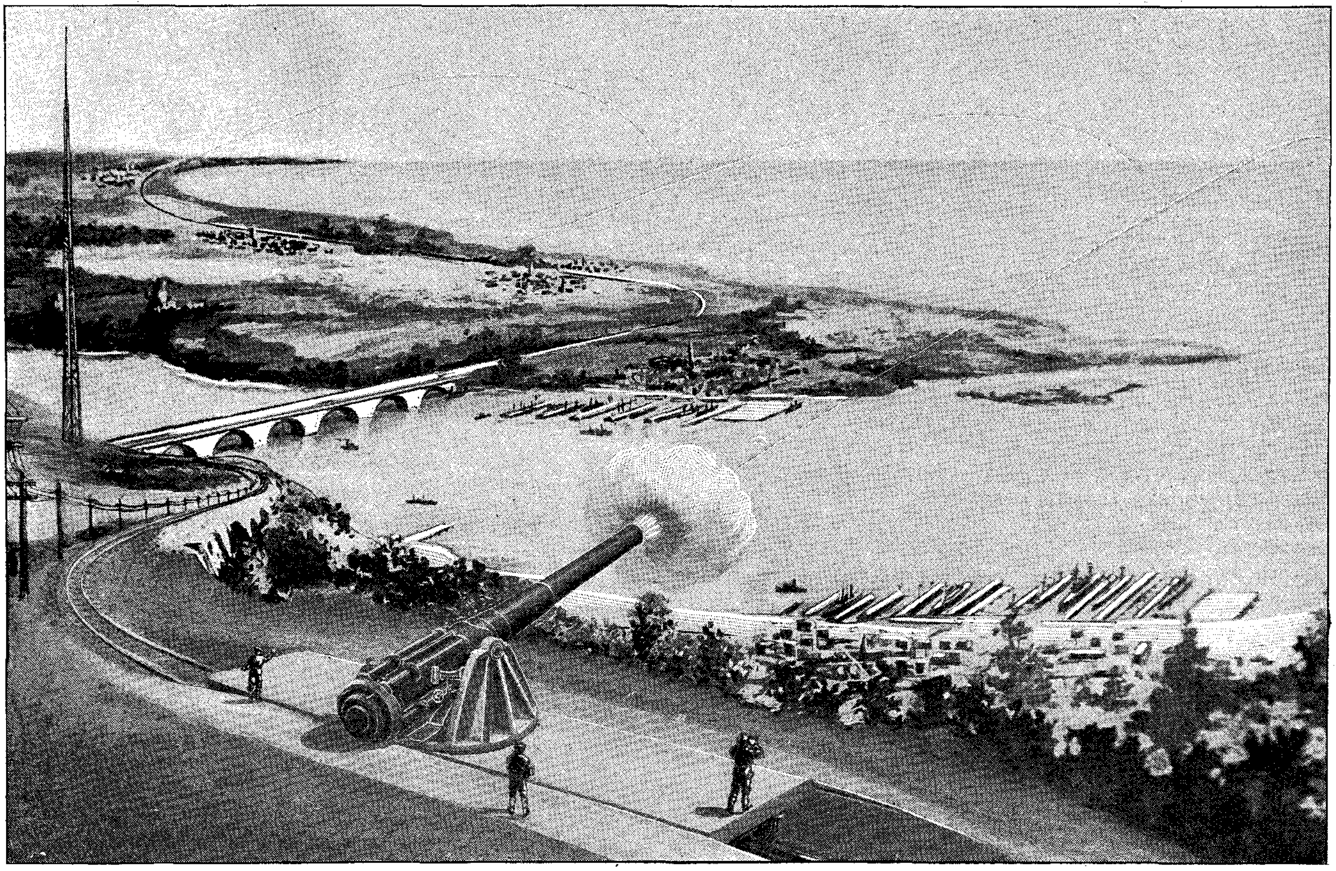
OUR SO-CALLED "COAST-DEFENSES" are really harbor-defenses, excellent for their purpose, but protecting only particular spots on our extensive coast-line and separated by absolutely defenseless stretches, hundreds of miles long. When one considers how helpless the guns in Fort Hamilton, New York, would be to prevent a hostile landing near Atlantic City, or how small a part the defenses of Savannah, Ga., can play in protecting Palm Beach, Fla., he has the essence of the problem before him. One proposed way of solving it is described in a leading article in *The Scientific American* (New York, May 2) entitled "A System of Mobile Coast-Defense." The accompanying illustration tells the story, almost without the need of explanatory text, says the writer:

"Our coast-fortifications were designed: First, to protect the coast cities, the anchorages, naval bases, factories, and other utilities from bombardment; secondly, to prevent the occupation by an enemy of our harbors as bases for invasion, for which they would be well suited because of the railroad-lines which radiate from these harbors to the wealthiest parts of the country; thirdly, to give safe harbor to our own fleet, should it be defeated, so as to enable it to refit for further operations; fourthly, to cover reasonable water areas to the seaward of our harbors, in which waters our own fleet, on emerging, could take up battle-formation before coming under destructive fire by a blockading enemy fleet.

"Now, our present harbor-fortifications fulfil these conditions fairly well, the main drawback being that the range of the guns is not as great as is desirable in view of the extreme ranges attained by modern naval artillery. But these harbor-fortifications extend their protection only to that section of the coast-line which is covered by the range of their guns, or, say, a matter of 15,000 to 20,000 yards of coast-line adjoining the fortifications. So far as these heavy guns are concerned, the stretches of coast-line between fortified harbors, sometimes extending for hundreds of miles, are devoid of any defense. Consequently, it would be possible to land large enemy forces at certain favorable locations on the long stretches of coast-line between our coast-fortifications; for we do not possess any heavy mobile artillery of sufficient range and power to prevent the ships of the enemy from coming in close enough to cover the landing of their forces by sweeping the adjacent country with heavy shell-fire.

"Fortunately, the coast-line of the United States is paralleled by excellent railway systems, which would make it possible to transport mobile artillery rapidly to any point at which the enemy threatened to make a landing. Of course, it will be understood that not all of the present undefended coast-line would be favorable for landing troops in large numbers; but there are certain stretches of beach which would be suitable for such an enterprise, and these are perfectly well known to our military men. The system of defense proposed would be to mount heavy guns, both rifles of high velocity and great range and mortars and howitzers for high-angle fire, on specially constructed cars, upon which they could be transported rapidly to the threatened points.

"In this connection, we draw attention to what is known as the Luellen-Dawson mobile armament system, the principles of which are shown in the accompanying illustration. At certain concealed positions, located preferably behind some bank or natural elevation, which would serve to mask them from



Illustrations by courtesy of "The Scientific American," New York.

HOW OUR ENTIRE SEACOAST COULD BE DEFENDED

By a system of concrete emplacements protecting all possible landing-places or points of attack, connected by a railroad to carry heavy guns like the one shown on the next page, which could be transported rapidly to the threatened points.

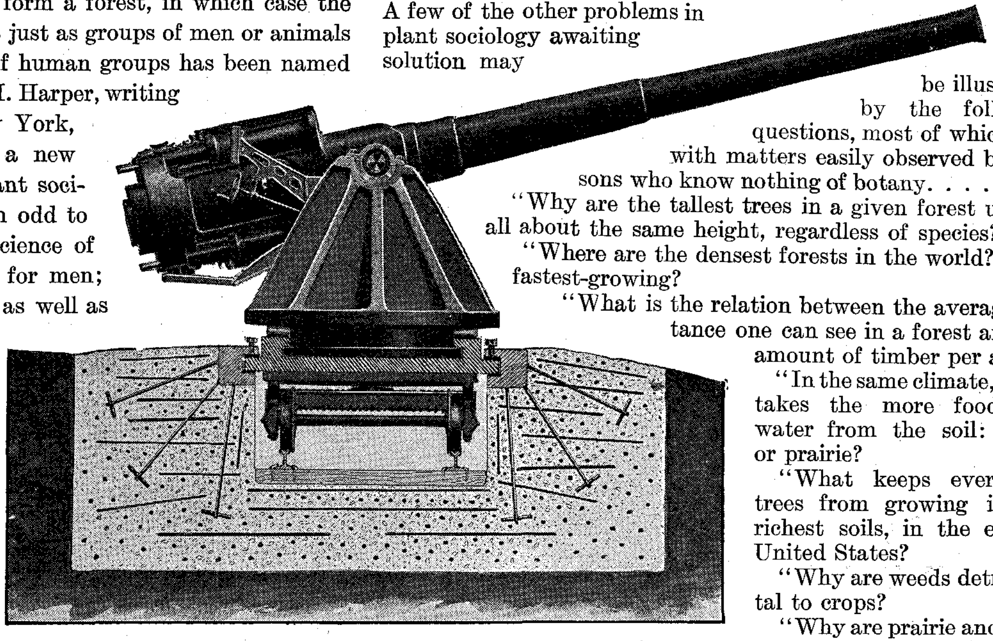
observation from the sea, massive, armored concrete emplacements would be built, the construction of which is shown in our accompanying illustrations.

"The emplacement consists of a monolithic platform, through the center of which runs a railway-track, which is depress sufficiently to bring the turn-table of the gun approximately level with the top of the platform. Along each inner edge of this run-way is embedded and firmly anchored back into the concrete a heavy cast-steel longitudinal guide block, which is recessed on its inner face, so as to receive the base ring of the gun-table. When the gun is in place, the base ring is shimmed up with steel plates until a firm bearing is secured, and it is held down in place by heavy screw bolts. By this arrangement the severe stresses of recoil do not reach the car, but are taken up directly by the concrete platform.

"It can readily be understood that the provision of a series of these platforms, masked either by placing them in deep cuttings, or behind natural elevations, hills, sand-banks, etc., and the provision, further, of numerous, well-appointed artillery-trains, complete with rifles, mortars, and howitzers, and their accompanying ammunition and supply-cars, would constitute a very flexible and powerful defense for the coast-line of the United States."

THE STUDY OF PLANT SOCIETY

PLANTS HAVE THEIR FORMS of social organization as well as men. A tree may be solitary, or it may be grouped with others to form a forest, in which case the forest may be studied as a unit just as groups of men or animals may be studied. The study of human groups has been named "sociology," and Dr. Roland M. Harper, writing in *The Scientific Monthly* (New York, May), tells us that there is a new and interesting science of "plant sociology." This should not seem odd to us, since we already have a science of anatomy for plants as well as for men; a science of plant physiology as well as one of human physiology. Human sociology, it is true, deals with only one species, whereas plant sociology must take into account a multitude of them. Plant species in this case are somewhat akin to the human varieties of qualification and occupation with which our own sociologists have to deal. Says Dr. Harper:



A COAST-DEFENSE GUN BUILT TO TRAVEL AND TO SHOOT.

Cross-section of a concrete platform for the gun that travels by rail, showing gun-base mounting locked in position and the gun ready for firing. The vital part of the coast-defense system is described on the previous page.

"A pioneer human society is chiefly made up of hunters, prospectors, cowboys, lumbermen, and other resourceful but not highly educated people, while urban society is much more complex, and contains many notables and nobodies, specialists, dependents, idlers, and parasites. Likewise a pioneer plant society may consist largely of lichens, mosses, and other hardy forms, while in a dense 'climax' forest there are tall trees and low herbs; vines and epiphytes, which depend on the trees for support; saprophytes or humus-plants, which live on decayed leaves furnished by other plants; and often many parasites as well."

The opportunities for this kind of study have been greatly neglected, Dr. Harper thinks. There are thousands of square miles in nearly every State and country where we know at present practically nothing of the details of the vegetation. In the United States we know most, not of the older and more thickly settled regions, but of the upper Mississippi Valley; and nearly all descriptions, photographs, and maps of vegetation hitherto published for New England, New York, the South, and the far West are the work of men born or trained elsewhere. He goes on:

"A most interesting phenomenon of plant sociology, which is going on everywhere all the time, but so slowly that it is not easy to observe or to experiment with, and was hardly thought of up to twenty years ago, is succession, which is the gradual replacement of one type of vegetation by another, with or without a concurrent fundamental change in environment. Many botanists have exercised their imaginations by theorizing on this subject, but often with too slender a foundation of facts, and therefore without getting definite and convincing results. When quantitative studies of vegetation become more universal, however, the study of succession will be on a more solid basis. One might as well try to discuss the movements of population in the United States without census statistics as to speculate on succession of vegetation without knowing the relative abundance of the species.

"Another problem for the plant sociologist is to determine the normal frequency and effect of fire in each type of vegetation. Most people, even foresters, seem to regard forest and prairie fires as mere accidents, to be prevented if possible; but a few ecologists have already studied fire as a normal environmental factor. As fire does not attack scattered or isolated plants, of one species at a time, as a disease or other enemy might, but sweeps through the vegetation when conditions permit, its frequency and intensity depend mostly on the character of the vegetation, and are therefore sociological problems.

"The old question of why prairies are treeless, which has been much discust by geologists, geographers, ecologists, etc., but never satisfactorily answered, is essentially a sociological problem, and perhaps it will be solved when sociological and demographic methods are brought to bear on it.

A few of the other problems in plant sociology awaiting solution may be illustrated by the following questions, most of which deal with matters easily observed by persons who know nothing of botany. . . . . .

"Why are the tallest trees in a given forest usually all about the same height, regardless of species?

"Where are the densest forests in the world? The fastest-growing?

"What is the relation between the average distance one can see in a forest and the amount of timber per acre?

"In the same climate, which takes the more food and water from the soil: forest or prairie?

"What keeps evergreen-trees from growing in the richest soils, in the eastern United States?

"Why are weeds detrimental to crops?

"Why are prairie and pine-barren plants all, or nearly all, perennial?

"If the climate became a little colder or warmer, wetter or drier, what plants would become more (or less) abundant?"

Most sciences have arts based on them, and this is true of plant sociology. Its most important application is in forestry, in which we deal with the highest development of vegetation, in a natural, or nearly natural, condition. It is to our advantage to know the laws governing the life of a forest, such as the amount of new wood produced annually on different soils, the effect of cutting out trees or underbrush, the frequency of fire, and the influence of insects or animals. The writer goes on:

"The farmers who cut wild hay from the meadows and marshes of New England and the prairies of the West also have similar problems on a smaller scale, and if they know beforehand just what to expect in the long run from each type of meadow or prairie vegetation so much the better for them. . . . . .

"Lastly, by a study of the comparatively simple and obvious phenomena of plant sociology one might get some valuable light on the analogous but more recondite problems of human sociology and a clearer conception of its scope and subdivisions. Plants have the advantage of being fixt in one spot, and they show more delicate responses to environmental conditions and are more easily experimented with than human beings."

FORTY-EIGHT CITIES MADE TO ORDER

THE BUILDING OF FORTY-EIGHT CITIES, each for a population of 12,000 souls, is the job confronting our War Department. An editorial writer in *The Engineering News-Record* (New York), who has devised this picturesque way of vivifying the situation, reminds us that the cities must all be ready for occupancy early in August next, for they are the camps that will house our new Army to be raised under the provisions of the new law. The task, our editorial informant thinks, will enlist the services of many construction firms, both as general contractors and as subcontractors. They will have to put up wooden buildings, for the lumber is at hand and the canvas for tents is not. There will probably be not enough skilled labor available to build frame houses for half a million men, so unskilled labor must be largely used, and the plans must be of the simplest. We read:

"While the plans are not yet made public in final form, nor can be until the necessary legislation is passed by Congress, the general scheme of the War Department in connection with the first new army unit of 500,000 men is substantially as follows: The bill pending in Congress, drawn by the General Staff, provides that the President shall divide the whole United States into sixteen divisional areas of approximately equal population and appoint a general officer to the command of each divisional area.

"The commander may subdivide the divisional area into three 'reserve areas'; these reserve areas are to be subdivided into districts and subdistricts, apparently for the purpose of registration and levying of recruits. It is not yet known how many training-camps will be established in each of the sixteen divisional areas, whether one or more. There is some reason to believe, however, that a training-camp may be located in each 'reserve area,' which would make forty-eight training-camps for the whole United States; and each camp would therefore have to accommodate something over 10,000 recruits. Making due allowance for the auxiliary forces necessary to supply and maintain this force, it appears that the task ahead of us is to build forty-eight cities, each capable of accommodating at least 12,000 persons, and to do this within three months.

"We say three months' time, because the plans already made public for fourteen officers' training-camps with 2,500 men in each, which are to be assembled on May 8, provide for three months' instruction. Since it is planned to have a force of trained officers ready at the end of three months to begin work with the 500,000 recruits, it is or should be the plan of the Army to have the camps for the recruits ready and occupied by that time.

"These forty-eight cities will be made up of wooden buildings. It is impossible to shelter this half-million men in tents, for there are not enough tents available in the Army stores to provide for even the 35,000 men to be brought together in the officers' training-camps, nor is there material available to make tents in any reasonable time. It is reported that the Army has been endeavoring to place an order for 30,000,000 yards of cotton duck. This order will take the mills a long time to fill, and much of the material will be required for use for tarpaulins and similar coverings as fast as it can be furnished. Of lumber for wooden buildings, there is fortunately an ample supply.

"Doubtless, these buildings will be of the simplest possible construction, to admit their rapid erection with as much use as possible of unskilled labor. They will probably be made fairly permanent, as it is the intention to use them not only to house the first half-million recruits, but the second half-million and additional units.

"Besides the necessary buildings for the camps, there must be supplied the equally necessary provision of water-supply and sewerage, together with storm-water drainage, sufficient roads, terminal facilities, etc., to handle the supplies required by this great number of people.

"The present plan of the Government, according to our best advices, is to let a contract for each of these encampments to a large, responsible contracting firm with a first-class organization and a reputation for rapid work. This will concentrate responsibility, and it is hoped will secure efficient and rapid work. The magnitude of the task, however, will probably make it necessary for these main contractors to enlist the aid of as many subcontractors as possible in each locality."

SAVING FRENCH BABIES

IN 1800 THERE WERE 26 MILLION FRENCHMEN in a Europe numbering 98 millions. In 1900 there were 38 millions in a total of 343 millions. In other words, France's contribution to the population of Europe had sunk in a century from 26 per cent. to 11 per cent. This striking statement was made by Paul Deschanel, President of the French Chamber of Deputies, in an address before a committee of ladies in charge of the new Infantile Protectories of France. We translate a report from the *Revue Bleue* (Paris). Mr. Deschanel reminds his hearers that in the forty-four years between France's two wars with Germany, the population of her enemy had increased by 25 millions, while France had added a meager three millions to her own. Up to 1850 France, he says, was the largest nation in Europe. She occupies now the sixth or seventh rank. At the end of the present century she will hardly number 20,000,000. He goes on:

"And now I must touch the most vital, the most delicate question: Is the French woman ready to change her *ante-bellum* views on maternity?

"The French nation was committing suicide; the declaration of war recalled us to our senses. Will we show as much courage and self-devotion in our homes as we showed in the trenches?"

With this question the President of the Chamber of Deputies yielded the floor to Prof. George-Raphael Lévy, one of the most eminent of French economists. Professor Lévy startled his audience with the declaration that the war would have been at an end long ago if France had had on August 1, 1914, a population of 65 or 70 millions, as she would have had if her birth-rate had kept pace with that of Germany since 1870, when both nations were numerically about equal. He went on, as quoted in the *Revue Bleue:*

"Do you know that in 1910 we had only an excess of life over death of seven souls in 10,000 inhabitants, or, in other words, that we remained stationary, while in that same year our arch-enemy gained 700,000 to 800,000?

"Our infant mortality is enormous. Every year 88,000 babies under one year of age, 30,000 of them in the first month of their lives, are lost. Child hygiene, alas! is one of our weakest points, and we feel this defect with double bitterness now, in view of the fact that the majority of the poor little victims came to the world while their fathers were shedding their blood in the trenches.

"Fortunately, our maternity hospitals were reorganized shortly after the outbreak of the war. Red tape was flung to the winds and every mother-to-be is being received with open arms and cared for with tenderness, if necessary, for thirteen to fourteen months after the birth of the baby. A new law forbids the mother to leave her baby before the end of the first month.

"We keep the children permanently while the mothers are working in the munitions-factories, and they themselves are welcomed to our hospitality. Since woman will have to continue her increased share in the industrial regeneration of the country, we will make of these splendid infant-and-mother asylums a permanent institution.

"Need I directly state that we do the work gratuitously, except for workingwomen earning a fair salary?

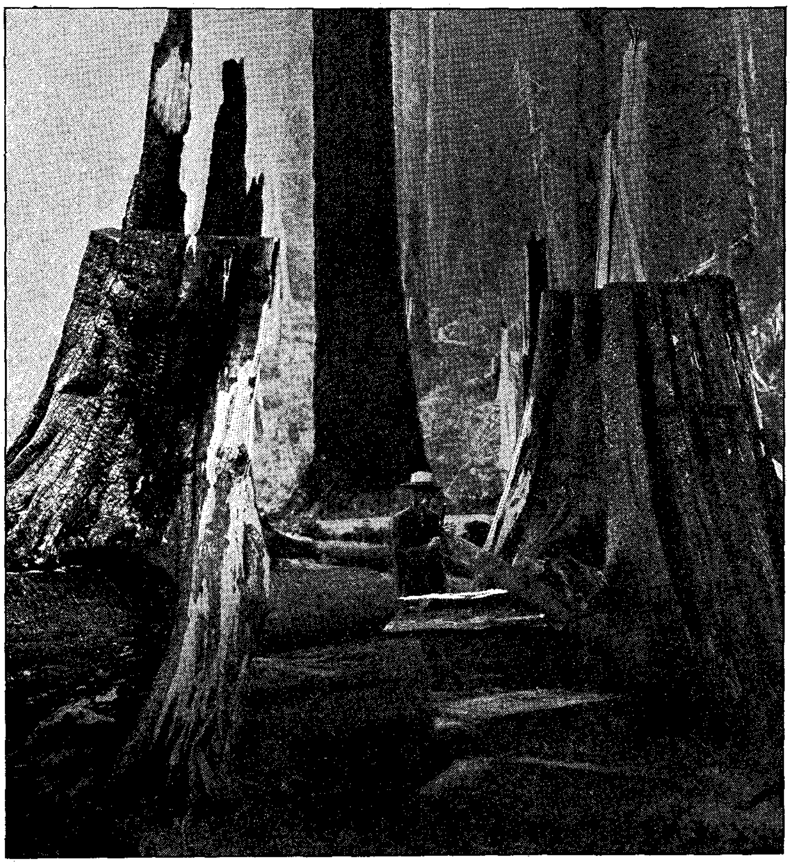
"Better late than never. At last we have firmly established the institution of consulting maternity physicians free of charge for the coming mother. It is touching to see how our doctors consider their work as an act of patriotism. And the same is true of the ladies who take care of the older children while the mother is away. It is proper to state that, with the exception of the old-fashioned kindergartens, all of our present institutions devoted to child hygiene were created after August, 1914.

"Landlords and landladies have placed whole apartments at our disposal; cottages in the country are offered as convalescence homes."

The speaker concluded his address with a proposal to organize the numerous child-hygiene establishments opened in the course of the war into one great national institution, in order to secure for later generations the benefit of the present enthusiasm and devotion.

THIRTEEN CENTURIES WITHOUT DECAY

A CEDAR-LOG lying prone in one of the great forests of the Northwest has lain where it fell for between thirteen and fourteen centuries, and yet its wood is sound and usable. At least as early as the fifth century A.D. it had reached its full growth and was toppled over, perhaps by a heavy wind. The picture seems to show that the trunk was hollow before it fell, but the decay appears to have been arrested, and its wood is good enough to-day to furnish quantities of perfectly satisfactory shingles. Our picture of this authentic marvel is taken from the outside cover of *The Hardwood Record* (Chicago, April 25), which has this to say of the matter, on its editorial page:



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IT HELD ITS OWN FOR OVER A DOZEN CENTURIES.

This *cedar-tree*, already hollowed, crashed to earth more than thirteen hundred years ago. Since then it has resisted decay, tho exposed to the elements, and now furnishes perfectly good shingles to protect others from the weather.

"Decay steered clear of the cedar-log shown in the cover-picture of this issue. The tree fell in the forests of Washington more than 1,380 years ago. It is not known how much longer ago than that it may have been, but there is a record of that many years. The tree cut from one of the stumps standing astride the log had 1,380 annual rings, each ring corresponding to a year's growth. The log was there before the tree sprouted, for the seed which produced the tree evidently germinated on top of the log and sent roots down both sides into the soil. That is a common method of germination with some trees. The seed need never touch soil, but it receives sufficient moisture from wet moss to sustain life until the roots find their way to the ground. Northern birch has the habit of beginning its existence on top of a moss-covered log in damp and shaded forests, and some pines do it also.

"The log and the stumps astride it in the picture are Western red cedar. This species is closely related to the white cedar, or *arbor vitæ*, of the Northern States, but it attains much larger size. This species furnishes more shingles than any other tree in the world. The Western cedar-shingles, known in every market in the country, are its products.

"The action in the picture is furnished by the man with the saw, who is cutting bolts for shingles from the prostrate trunk. Tho the log has lain on the ground much more than a thousand years, it is still sufficiently sound for shingles. This constitutes one of the longest known records of timber preserved from decay, while exposed to the weather. There are longer records where the wood had been kept dry or submerged in water or buried in ice.

"As the log lies now it is wholly exposed to view. That was not its former condition. In that damp forest a thick mat of moss covers the ground, logs, stumps, and rocks. When the timber is cut the moss dies or fire burns it. The absence of moss in the picture is apparently due to fire. The charred condition of the stumps shows that they have passed through a first-class conflagration.

"The preservation of the log from decay was in part due to the moss that covered it. The spores of the fungus that induce decay could not penetrate the moss and reach the wood.

"The man with the saw would do well to turn his attention to the high stumps. If they are sound, several thousand shingles might be made from each of them. The old-time lumberman in that region thought he was not doing his duty and living up to traditions if he did not cut stumps at least ten feet high."

EAT CORN AND SAVE MONEY

ONE WAY TO REDUCE THE COST of food, according to specialists in the United States Department of Agriculture, is to use more corn-meal. At present prices charged in retail stores, corn-meal costs about half as much per pound as wheat-flour, one-third as much as rolled oats, one-fourth as much as rolled wheat, and about half as much as broken rice. That is, it costs less than any of the other popular cereal foods, yet even the bolted meal usually sold has a food-value that compares favorably with that of wheat-flour. Says the author of a recent food-bulletin issued by the Department:

"The old-fashioned unbolted corn-meal made from the whole grain, which can often be obtained by the farmer who will take his grain to mill, and can often be purchased in shops and markets, contains more of the tissue-building material and has what many consider even a better flavor than the bolted meal, and is much liked for making some forms of corn-bread.

"Any family, in town or country, can have the best of corn-meal by grinding it at home in a hand grist mill. The city man can buy corn by the bushel at a grain-store. He can grind it coarse or fine, to suit the taste of the family, and in quantities to last a day or a week, or longer. Most people will agree that this meal containing the germ is very palatable and compares well in this respect with that ordinarily purchased ready ground. Prices of hand-mills of substantial make run from $2.50 to $5. A small mill can be had for as little as $1.50, tho this probably would prove too tedious to use, except for small quantities."

In this connection, Dr. Arthur W. Smith, a consulting chemist of Baltimore, writes us that he has recently made an exhaustive investigation of the comparative food-value of the products of white corn, and that the results show these products to be much more economical than many of the foods commonly used. He says:

"The food-value of one pound of corn-meal, grits, or hominy, costing three cents, is equal to the food-value of any of the following commonly used foods:

1 pound of wheat flour, costing	$0.06
1 pound of rice, costing	.09
1½ pounds of cheese, costing	.60
2¾ pounds of round steak, costing	.80
2 dozen eggs, costing	.90
½ peck of potatoes, costing	.45
6 pints of milk, costing	.30

"The South knows and appreciates the value of white corn for table use; why not the North, the East, and the West?"

LETTERS AND ART

ONE COMPENSATION FOR REIMS

OUR ELOQUENT FRENCH VISITOR, Mr. René Viviani, has told us that France will not cease her efforts until she has reunited her lost Alsace-Lorraine to the Motherland. She will recover, perhaps intact, some of her ancient churches to assuage the wounds that our pictures of Reims show so vividly. Some of the artistic assets of the "Lost Provinces" are pointed out by Mr. G. P. de Frayre in *Les Arts* (Paris). After the melancholy memories of the last thirty-three months, the lover of France, and of French art in particular, is glad to see here, for the first time, a patriotic French student of art lifting with a radiant smile the veil revealing to our eyes a brilliant vista of the new France. Weakened racially, physically, and economically, but strengthened by her own firm belief in her rebirth, and encouraged by the admiring love of all nations, rejuvenated Gaul, once the oppressing nightmare of the ghoulish invader will have been chased forever, shall be able to give the world the best that is in her, opening a new chapter in the history of French culture. Mr. Frayre begins by exulting in the part of the dream already realized:

"One of the most beautiful sections of Alsace has become again French territory. The charm of her Gothic churches is now doubly attractive to us. Two of them especially, those of Thann and of Vieux-Thann, deserve the particular notice of the artistic world at large.

"Built at the very threshold of the Alsatian plain which is dominated by its lofty structure, the Church of Saint-Thiébaut, of Thann, harmoniously blends its pure lines with the surrounding hills; its rise of gray stone justifies the saying current in the Rhinelands that the steeple of the Strassburg Cathedral is the highest, that of Freiburg the bulkiest, but neither of them could rival in beauty the belfry of Thann.

"Our church, dedicated to St. Theobald, has two remarkable west doors, beautifully carved pews, statues of great artistic value, and admirable stained-glass windows, which suffered, alas! from their contact with German shells.

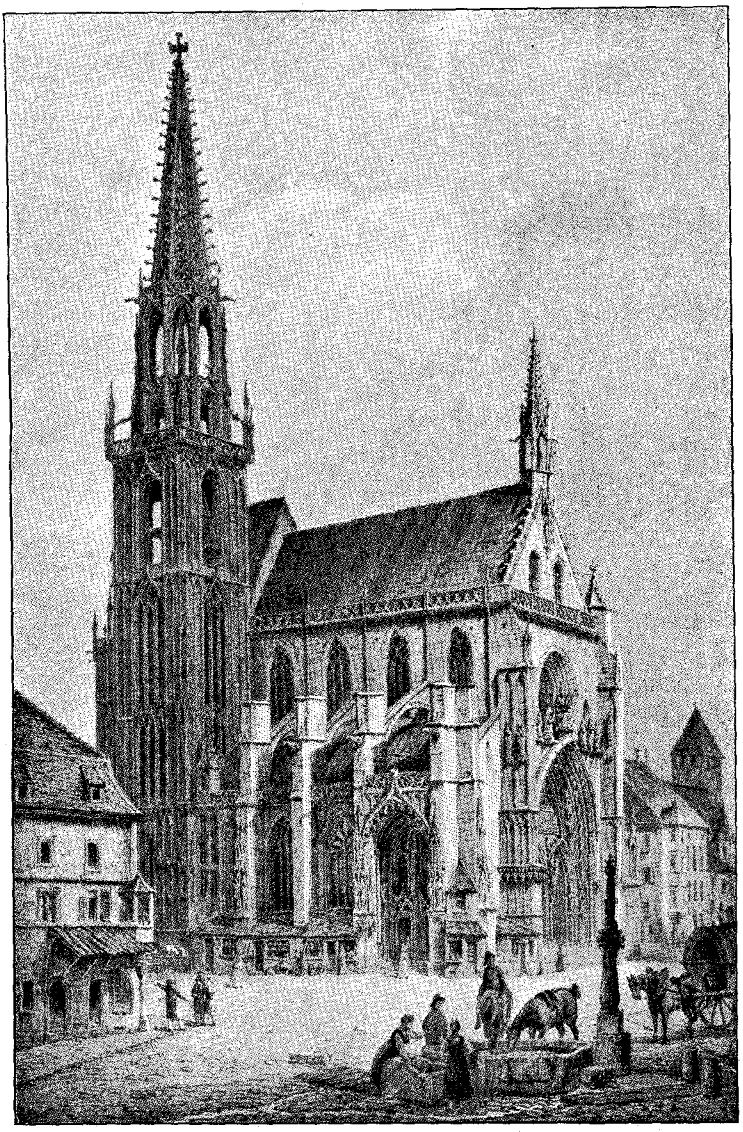
"Begun in 1320, on the substructure of an older church, which dated from the twelfth century, the church of Thann was dedicated November 8, 1422, by the Archbishop of Besançon.

"Eight pillars, separated by stained windows, support the choir. Five of the statues, which adorned the pillars and date from the fourteenth century, have been removed by the French military authorities and safely hidden away. The quaint statues represent Bishop Theobald, the patron saint of the church, seated between two pilgrims who implore his intercession; St. Anthony; King David playing the harp, his crown hanging from his left arm; St. John the Evangelist, holding in his right hand a chalice adorned with the symbolic serpent; finally, St. Louis, the beloved King of France, clasping to his breast a precious casket.

"Dominating the pillars, a light balcony skirts the extremity of the choir, turning around the upper part of the church with an ever-changing pattern. The roof has been clumsily recovered by the German restorers with shrill-colored tiles.

"Three rows of elongated ogives, in the purest Gothic style, adorn the steeple, which was begun in 1344 and reached the first gallery in 1421. The famous Basel architect, Remy Faesch, in 1491 began and in 1516 ended his octagonal tower whose pyramidal termination adds so much to the charm of the sacred building."

Even the most tragical things have often a comical smack. Thus, we learn from Mr. Frayre that some enterprising German sculptor provided, in 1886, part of the pillars with statues, at 600 marks apiece, reproducing the features of some of his ambitious fellow citizens, and the German gunners picked precisely these "Hall-of-Fame" candidates for their first deadly targets. Is this an augury of what they might do to the Sieges Allée, given the chance?



THE RECOVERED CHURCH OF THANN,

Whose belfry is considered more beautiful than that of Freiburg or Strassburg.

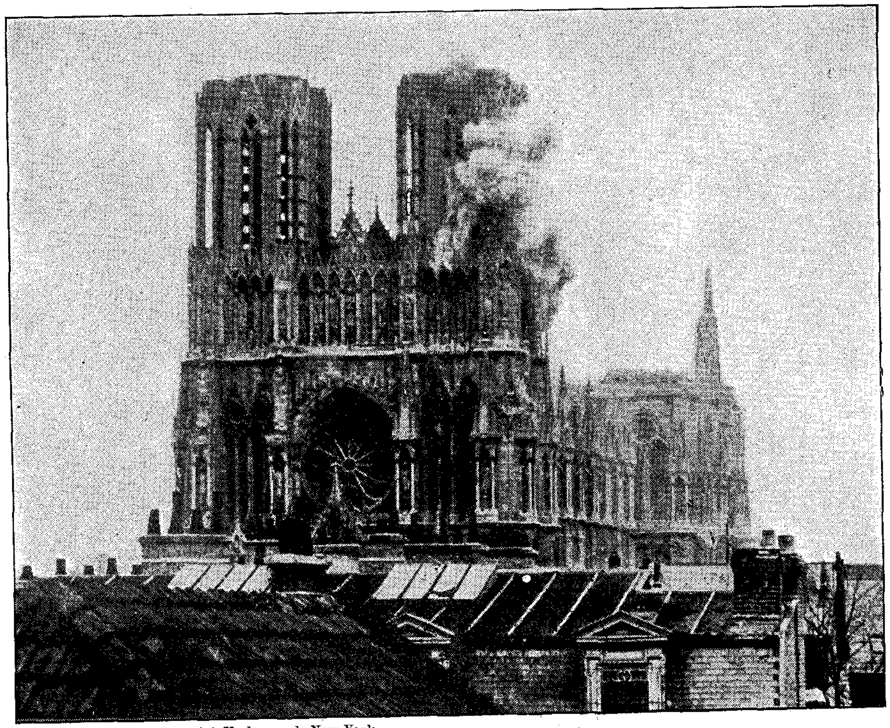
In the center of the church we find a splendid standing statue of the Virgin; the head surrounded by a wreath of flowers, she holds in her right arm the Christ Child playing with a bird. To her left, St. John the Baptist is represented in his traditional attire: the upper part of the body bare, the beard unkempt, the hair curly, the lower part of the body covered with the skin of an animal. To her right, Bishop Theobald presents himself in full episcopal dress. But the Virgin not only occupies the center of the sacred building, she also guards its entry.

"Unfortunately the liveliest of the five groups of little figures, representing scenes from the life of the Savior, has been struck by a German shell, which decapitated the angels who have been quietly playing their music there for several centuries. But at least the fragments had the prudence to fall into the canvas protecting the façade of the church. And thus, after the war, Jesus will again be able to crown his mother, and the angels will continue their concert."

This description, fragmentary as it is, gives the reader at least some idea of the splendor of the Church of Thann, one of the first towns to welcome back, after more than forty years, the Tricolor of France.

A much sadder lot fell to the historic church of Vieux-Thann, which, for the last six hundred years, had been the victim of more than one assault and bombardment. Burned by the English in 1376, reconstructed in 1403–1516, mutilated by the Jacobins during the French Revolution, the church suffered terribly in September, 1914, through the artillery of William II. Most of her admirable stained-glass windows of the fifteenth century are in pieces. Fortunately, one of the most precious jewels of the church, called the "Vitrail de la Vierge" (The Virgin's Window), dated 1466, has remained almost intact. It represents one of the most beautiful samples of Alsatian glass-painting. It is composed of six medallions. At the feet of St. Stephen and St. Jerome are kneeling the two donors of the window, Johann Müller, the first dean of the chapter, and Nikolas Wolfach, parson of the church. Besides this window, the most valuable work of art of the church is the Tomb of Christ, one of the most original monuments of the kind in the whole Middle Ages. It is now covered with a score of sand-bags, and one hopes this unique realistic piece will be saved. Christ, stretched out on the stone, blood flowing from his hip, is surrounded by four riders, mounting guard. Clumsy modern restorations partly spoil the impression of the monument, which, with its antique style, reminds one of the sculptures of the temple of Delphi.

The author ends his description with the significant quotation of a tradition still alive in the streets of Vieux-Thann that the Jacobin who dared extend his sacrilegious hand to seize the statue of the Virgin with the Christ Child, now in safe retreat with the other precious relics, was struck by lightning.



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REIMS UNDER A RECENT BOMBARDMENT.

A "direct hit" from a 380-mm. projectile.

SONGS OF THE MODERN WARRIORS

WAR-POETRY has been described as "a form of literary *frightfulness* enacted in defiance of all Geneva conventions." The humorist who puts it this way is our own "Mr. Dooley," of whom not so much is heard of late by his compatriots. His phrase comes back to us at the hands of an English writer, Mr. E. B. Osborn, who finds that most of the war-verse by non-combatants merits this description. "Many of the civilian productions are full of mud, blood, and khaki, or of argumentative or even abusive rhetoric addrest to the enemy—matter which the soldier-poets invariably reject, instinctively knowing that neither *τὸ μιαρόν* nor passion (except in retrospect) is the stuff out of which true, lasting, ripe poetry can be fashioned." Mr. Osborn sees the future day when the civilian poet, once more able to "contemplate all that has been in a mood of impassioned serenity," will be "able to give us the poetry that is memorial—verse worthy of national remembrance as the rhythmic prose of Lincoln's Gettysburg oration." Meanwhile, those who "wish to kindle their patriotism anew, to see the splendor as well as the squalor of this great collision of ideals," says Mr. Osborn in *The Outlook* (London), should study the verse of the numerous soldier-poets. This is a new thing, he declares, in the history of letters—the "spectacle of the Muse turned *cantinière* with her costrels of new spiritual wine." He pours some of the contents for us here:

"It is one of many proofs of a stronger and worthier spirituality, which is a guaranty of victory at the long last for the Allies. For there seem to be no poets in the German Army, which is supplied even with its marching ditties—crude rimes about fat Berthas with a nasty hiccup, Michael trouncing Johnny, and so forth—by hungry, angry civilians who have made their 'sacred wrath' pay a dividend.

"For some months past I have been collecting for a war-anthology, to contain only poems written by those who have served in this threefold struggle *à outrance*, and have found it a delightful task, if at times perplexing to a degree. Very little good sea-verse has discovered itself, and still less air-verse. The truth is that sea-time, when every billow is a wandering grave, leaves little or no leisure for verse-making. And it would appear that the seaman, when he does string rimes together, is content to imitate established models—he delights in making parodies of Kipling, Gilbert, Fitzgerald, etc.—or to think himself a 'liberty man' and celebrate the delights of the green, forsaken countryside. Now and again, however, a naval officer will justify the customs of his service poetically and, for example, make a fine ballad out of the daily hoisting of the White Ensign:

Tens of thousands pay homage as they raise me with loving hands
And free my soul in the morning to the drums of a hundred bands;
And thousands again salute me as the sun sinks down in the west,
For My Lords have decreed that the sun and I go down together to rest.

"As for the flying-men, it would seem they have not as yet thought at all of grasping the 'blue laurel of the air,' to use M. Rostand's phrase. In only one poem, and that by an artillery-officer, is the defeat of the German 'doves' by the British war-hawks celebrated in similitudes lifted to the Parnassian plane. In the end we see the German machines—

Shudder and swerve and run,
Tilt; stagger; and plunge over
Ablaze against the sun:
Doves dead in air who climb to dare
The hawks that guide the gun.

"Indeed we must go to a civilian writer, who has flown only as a passenger, to learn the origin and inwardness of British airmanship:

Then did the British airman's sea-born skill
Teach wood and metal to foresee his will;
In every cog and joint his spirit stirred;
The Thing possest was man as well as bird.

"It may well be, however, that the flying singer who shall arrive some day is already recording his impressions—it is certain he will be an Impressionist, perhaps a purveyor of post-Futurist word-pictures comparable with Mr. Nevinson's stark drawings of the half-mechanical warfare of these latter days. It is a sad thought, tho, to think that he already exists in manuscripts which this anthologist can not get at!"

Mr. Osborn has seen much work of the soldier-poets, both published and unpublished, and of course a good deal is in the nature of "first efforts"; the product of men who "but for the inspiration and aspirations of this soul-searching war might never have written a line." He continues:

"Julian Grenfell's famous 'Into Battle' is generally regarded as a first poem, and, for that reason, has been placed above Rupert Brooke's oft-quoted sonnet of the soldier who is sure that his grave, should he fall in action, will be forever a small piece of his beloved England. But the Old Etonian who wrote the prophetic lines—

The blackbird sings to him, 'Brother, brother,
  If this be the last song you shall sing,
Sing well, for you may not sing another;
  Brother, sing.'
. . . .
The thundering line of battle stands,
  And in the air Death moans and sings;
But Day shall clasp him with strong hands,
  And Night shall fold him in soft wings—

was an accomplished maker of verse even in his early Eton days. Next to 'Into Battle,' perhaps on an equality with it, we must place 'Before Action,' by the late Lieutenant W. N. Hodgson, M.C., whose heroic prayer ends thus:

I, that on my familiar hill
  Saw with uncomprehending eyes
A hundred of Thy sunsets spill
  Their fresh and sanguine sacrifice,
Ere the sun swings his noonday sword
  Must say good-by to all of this;—
  By all delights that I shall miss,
    Help me to die, O Lord.

"Two days later he fell, on the first day of the battle of the Somme, and none dare doubt that his prayer was heard. How solemnly, yet how joyously, our Sidneian heroes have fought their way into Heaven!"

The soldier-poets never call themselves or their friends "patriots," says Mr. Osborn, and in this treatment of the patriotic motif they differ most from the civilians:

"It would seem to them as gross a discourtesy as calling a gentleman gentlemanly. Love of their country is so much a part of their very being, so inextricably inwrought, that they could not, if they would, reduce it to a philosophic 'ism. So that it is explained indirectly in a local symbolism which sees all fine and comely things—a remembered meadow, their old school, the loved one left behind, the ever-enduring material spirit, a boyish game—*sub specie æternitatis*, as metaphors of land adored beyond death. One soldier-poet, perhaps the most poignant and original of all, cries to his soul:

Now that I am ta'en away
And may not see another day,
What is it to my eye appears?
What sound rings in my stricken ears?
Not even the voice of any friend,
Or eyes beloved world without end,
But scenes and sounds of the countryside
In far England across the tide.
. . . .
The gorse upon the twilit down,
The English loam so sunset brown,
The bowed pines and the sheep-bell's clamor,
The wet, lit lane and the yellowhammer,
The orchard and the chafinch song,
Only to the Brave belong.

"The self-same thought, that the sights and sounds of the Motherland must be paid for by anguish and death, is always recurring in the songs and ballads of the soldier-poets. Now it is the old school which is a symbol of the land and love desired—as in a curiously effective sonnet which describes in its octave the horrors of trench warfare, the rats at their loathsome feast, and in the rest gives a picture of Eton seen from the railway, still at peace and inviolate in its water-meadows. . . . . . .

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ANOTHER BURST OF KULTUR.

Heavy shells are not so precious in Germany but they can be used for useless military purposes against a monument of the ages.

"And, again, it is the soldier's mother who appears to him—so happily—as the ever-kind and tender Motherland."

Finally, the writer mentions the poems of *camaraderie*—especially those of the officer's love of his men:

"No civilian poet could ever have written any of them. In some cases love of woman fades into insignificance and is cast away as an unsuitable garment of the mind when it is remembered that a regimental officer must give the whole of himself to his men. Was there love once? asks one of these devoted young leaders:

Was there love once? I have forgotten her.
Was there grief once? Grief yet is mine.
O the loves I have—men rough, but men who stir
More joy, more grief, than love of thee and thine. . . . . . .

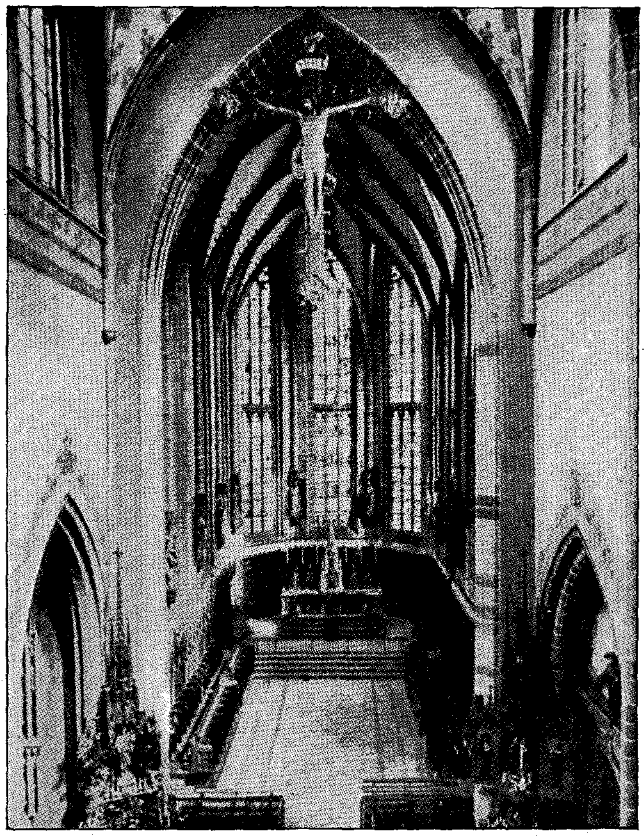
"And another fine poem, arguing that a subaltern must be the nearest relation of his men, thus addresses the fathers of the fallen:

You were only their fathers,
I was their officer.

"And it is here that we see the very root of that unequaled moral which has made our new Army all one great brotherhood and utterly unconquerable."

MR. WELLS'S NEW BROOM

LITERATURE AND POLITICS have clasped hands more warmly in the present world-struggle, perhaps, than in any previous era of history. It has been a writers' war as well as a soldiers' and politicians'. Mr. H. G. Wells has been one of the redoubtable fighters, but his latest flier into politics has had something of an Icarian ending. In a veiled sort of way he wrote to the London *Times* a letter that seemed to propose the abolition of the English dynasty and a substitute of a series of republican clubs "which could enroll members, organize meetings of sympathy with our fellow republicans abroad, and form the basis of more definitely purposeful activities." *The Times* published the letter, tho, in doing so, it speaks of having done its author "the disservice of making it public." What seemed to stir Mr. Wells was a recognition that, as he says, "the time is now ripe" to suggest that "it would be a thing agreeable to our friends and Allies, the republican democracies of France, Russia, the United States, and Portugal, to give some clear expression to the great volume of republican feeling that has always existed in the British community." He proceeds:



INTERIOR OF THE CHOIR OF THANN CHURCH.
Some of the stained glass was shattered by German shells.

> "Hitherto that has neither needed nor found very definite formulation. Our monarchy is a peculiar one; the general republican feeling has found satisfaction in the assertion that the British system is in its essence a 'crowned Republic'; and it is very doubtful whether even in Ireland there is any considerable section disposed to go beyond the implications of that phrase. But it will be an excess of civility to the less acceptable pretensions of royalty and a grave negligence of our duty to liberal aspirations throughout the world if thinking men in the British community do not now take unambiguous steps to make it clear to the republicans of Europe, Asia, and the American Continent that these ancient trappings of throne and scepter are at most a mere historical inheritance of ours, and that our spirit is warmly and entirely against the dynastic system that has so long divided, embittered, and wasted the spirit of mankind."

Viewing the future of Poland in the light of these considerations, he feels emboldened by the times to say clearly that "the prospect of setting up some puppet monarch, some fresh, intriguing little 'cousin of everybody' as a king in Poland is as disgusting to liberal thought in Great Britain as it is to liberal thought everywhere else in the world." Mr. Wells, indeed, does not feel that membership in his "republican clubs" need "conflict in any way with one's free loyalty to the occupant of the throne of this 'crowned Republic.'" *The Times*, in the same issue, says editorially that Mr. Wells's letter "shows that clever men can sometimes write very foolishly." Hardly less withering is the comment of the London *Daily Telegraph:*

> "The whole performance is on the one hand so crude and on the other so covertly malignant that its connection with one of the foremost names of our contemporary literature is nothing less than astounding. Ridiculously vague as it is in its terms, there is no shadow of doubt that the general effect of it is to insinuate that the monarchy ought no longer to have a place among our institutions. That 'these ancient trappings of throne and scepter' which Wells declares to be 'almost a mere historical inheritance of ours,' ought to be swept out of existence.
>
> "If we had any sense of the fitness of political things, we wonder if it has occurred to Wells that his liberty to publish that letter without any consequence to himself beyond some degree of intellectual discredit is also a mere historical inheritance of ours."

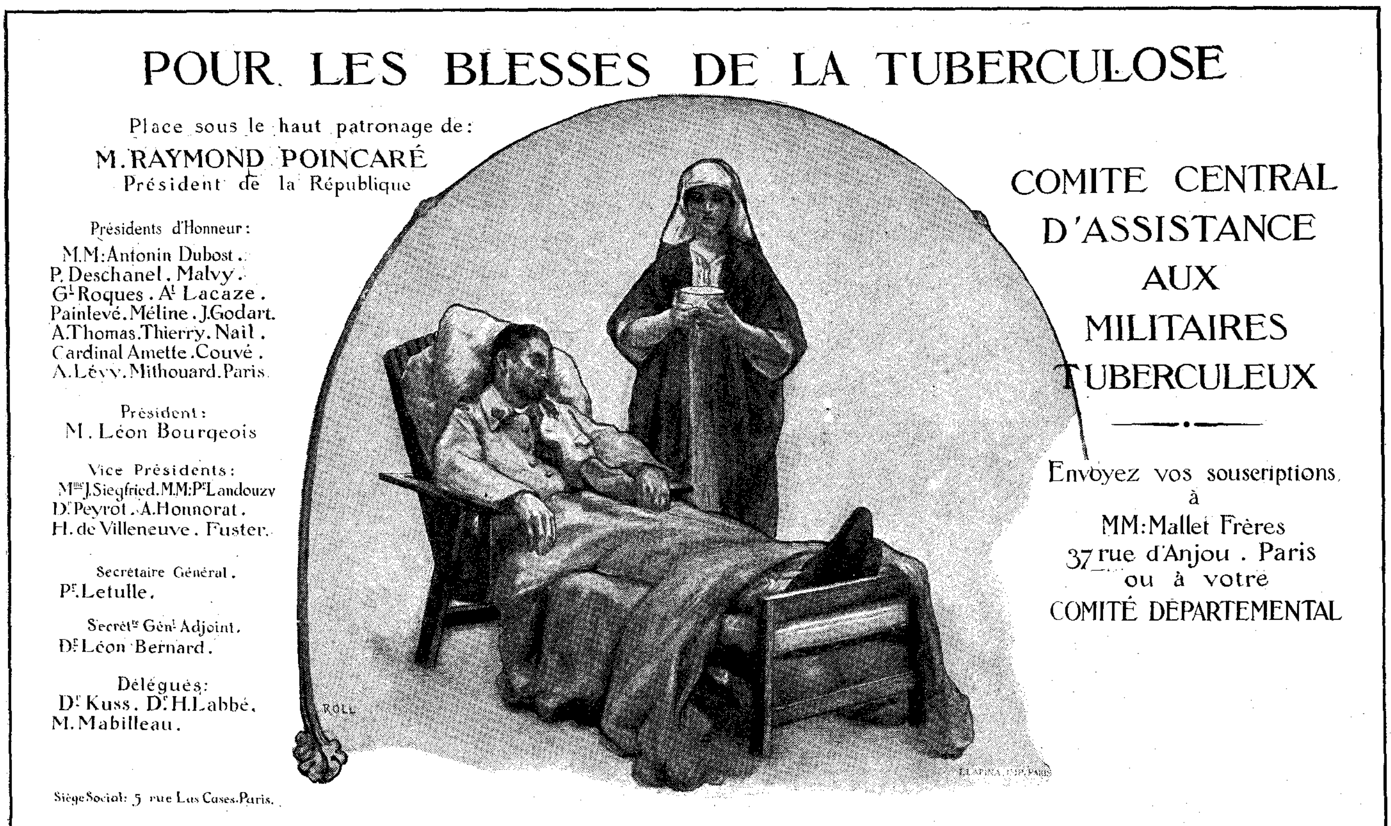
The Manchester *Guardian*, a very liberal organ, finds the Wells letter "a deft piece of writing," and reminds us that "Mr. Wells is known from his books as a very clear, logical, and sometimes original thinker." The whole situation is treated in a benevolent vein by this northern newspaper, which is neither disturbed by Mr. Wells's bumptiousness nor the London dailies' scorn. It writes:

> "It is natural, and perhaps wholesome too, that all our institutions should be tested in the light of this war, and the monarchy can hardly expect to be the one exception. We confess, however, that of all our institutions the monarchy is the one which would seem to have least to do either with the policy that led to the war or with its execution; and to base an argument for republicanism upon what has happened in the last two years shows a deficient sense of reality. Let us be practical. More important than the forms of government is the spirit that animates government. More important than the Republic with a big 'R' is the republic with the small 'r,' in the sense in which that word was used recently by the American Ambassador. The constitutional monarchy is not inconsistent with this kind of republic; Mr. Wells himself speaks of our Constitution as a 'crowned Republic.' If the constitutional monarchy is not working well the fault is with the advisers of the Crown, with Parliament for not controlling those advisers, and with the people for not realizing the power that is in their hands and mistaking the trappings for the substance of power. We have enough work on our hands as it is. Let us reform our Parliament and make the system of representation more perfect. Let us insure better control by that Parliament in all departments of policy, but especially in that of foreign affairs. That done, we shall probably find that the issue between republicanism and monarchy is not a vital one."

Such benevolence as *The Guardian* displays is apparently not satisfying to Mr. Wells, for he has returned to his theme in *The Penny Pictorial* (London), and asserted that "if the monarchy is to survive in the British Empire, it must speedily undergo most profound modification," for—

> "The old state of affairs can not continue. The European dynastic system, based on intermarriage of a group of mainly German royal families is dead to-day. It is freshly dead, but it is as dead as the rule of the Incas. It is idle to close our eyes to the fact. The British Empire is very near the limit of its endurance of a kingly caste of Germans.
>
> "The choice of British royalty between its peoples and its cousins can not be definitely delayed. Were it made now, publicly and boldly, there can be no doubt the decision would mean a renascence of monarchy and a tremendous outbreak of royalist enthusiasm in the Empire."

RELIGION-AND-SOCIAL-SERVICE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A POSTER THAT TELLS ITS OWN STORY.

FRANCE'S SILENT ENEMY

AN ENEMY from which our honored ally, France, suffers is more subtle but perhaps no less deadly than the open one at the front. It is tuberculosis. The ranks that feel these attacks are not alone the men under arms, but the civil population at home. To meet the hazards from this enemy, whose victims, both actual and prospective, number many thousands, is a work peculiarly appealing to us, because America has advanced so much further in teaching hygienic methods of living to act as a preventive. This is pointed out in a letter to the New York *Times* by the American novelist, Edith Wharton, who has been actively engaged in relief-work in France since the beginning of the war. The problem as it applies to the civil population is aggravated by the native neglect of sanitary habits. For one thing, we are told, "the immense majority of French people regard fresh air with absolute terror." Fresh air, bodily cleanliness, and vigilant disinfection are the three fundamental essentials of the treatment of tuberculosis, and "it is not too much to say that all three are thought unnecessary, when they are not actually dreaded, by all but a small cosmopolitan class in France." Even members of the medical profession are often opponents of the fresh-air treatment, declaring that "drafts" are the enemy of mankind. Mrs. Wharton writes:

> "Such superstitions and prejudices are hard to uproot, and it can be done only by giving France the object-lesson of the successful open-air treatment of the tubercular. It is with this purpose in view that a group of French and American friends, moved by the growing horror of the situation, decided some months ago to create as rapidly as possible a group of model American settlements to be known as 'French Tuberculous War-Victims' Sanatoria.' There can be no doubt in the mind of any one who has worked in France since the war that if America wishes to help the French war-victims at this juncture, one of the most efficacious ways of doing so is through the object-lesson of fresh-air cures for the tuberculous, fitted up according to American ideas, and managed medically, and in all other respects, 'on the American plan.'
>
> "It is no slight to our allies to say this, and to say it loudly. The leading French tuberculosis experts—all those, in fact, who have any knowledge of what America has done in this field—are the first to proclaim it. France has excelled in too many other lines, surgical and therapeutical, not to welcome the collaboration of another country which happens to have had exceptional success in dealing with one particular disease.
>
> "Efforts are being made by the French Government and by private enterprise to deal with the fearful increase of tuberculosis. But there are hardly any available organizations upon which to draw for experienced staffs, and the public has hardly any conception of what is needed. Nor is it possible for France at this moment to concentrate upon the terrible problem the time, the money, or the organizing abilities she could dispose of in normal conditions. On every hand she is confronted by material difficulties under which the courage and hopefulness of any less indomitable race might well waver. When all the strength of a nation is at the front, it is impossible that it should deal with conditions at the rear as promptly and as thoroughly as in days of peace. There is a shortage of everything—of doctors, of nurses, of servants, of work people; above all, of people with enough organizing capacity to push through the necessary reforms in spite of popular ignorance and apathy. It is for America to take the work in hand at a time when France is pouring out her whole strength in the struggle on which the future of civilization hangs."

From the side of the Army the matter is treated in *The Survey* (New York), by Dr. Hermann M. Biggs, Commissioner of the New York State Department of Health. He points out that "tuberculosis has never before played a very large part in the sanitary history of any great war, but it is playing such a part in the present struggle." England suffers comparatively little, because she had long before attended to the problem and had, previous to the war, the lowest death-rate of any of the great countries of the world. France had done practically nothing:

> "Such antituberculosis movements as had been undertaken had been local and sporadic in character and had been solely the result of private initiative. The sanitary authorities have never taken official cognizance of the disease, and notification of it is not required anywhere in France even now. There have been no provisions for institutional care of either early or advanced cases, and but few dispensaries.
>
> "At the beginning of the war there were in the whole of France only one thousand sanatorium beds for tuberculosis, and these were in private institutions. There were no provisions for the care of advanced cases excepting as they were received in the general wards of the general hospitals. You will remember that this method of care was prohibited more than twenty years ago in New York City.
>
> "The death-rate from tuberculosis in France has been continuously high, and especially high in the cities, and has decreased slowly and but little. For the whole of France before the war it was nearly three per 1,000 and in many of the cities it was much higher. In some cities, as, for example, in Havre, the death-rate last year was more than three times that of New York City, and the tuberculosis death-rate alone of Havre was equal to 40 per cent. of the total death-rate from all causes in New York City.
>
> "With such conditions existing among the civil population of France in 1914, it would have been possible to have anticipated to a large extent the precise results which have followed. With pulmonary tuberculosis thus widely disseminated in the general population, France mobilized a great army with great rapidity and without thorough physical examination of those enrolled. Under the stress of the situation such examinations were impossible and, consequently, a large number of early, latent, and arrested cases of pulmonary tuberculosis were mobilized. Many men thus enrolled in the Army rapidly developed pulmonary tuberculosis in the preliminary training-camps, while still more broke down with active disease when subjected to the strains and hardships incident to life at the front."

Living conditions imposed on the troops by modern warfare are very different from those obtaining in most previous wars:

> "They are absolutely unlike those which we are accustomed to associate with an army in the field. We think of armies as living in tents in the open air under the best hygienic conditions—at least, so far as light, fresh air, and life in the open are concerned. In France during the present war quite the reverse of this has been the case. The troops, instead of living in tents and in the open air when they go to the front, live in trenches, often wet and always damp and cold, or they are in dugouts underground, still more damp and colder. When relieved from duty in the front fighting-lines, they are billeted in peasant houses in towns and villages, or in farm-houses and outbuildings near the front, in very much overcrowded rooms without ventilation or fresh air or sunlight, and even with very little diffused daylight. These peasant houses in France are provided with few windows and doors, and these are rarely open, owing to the strong national aversion of the French people to fresh air.
>
> "In other words, the French troops are at all times, excepting when on the march, living under unfavorable hygienic conditions, those under which this disease is especially likely to be transmitted.
>
> "Generally speaking, the peasants from whom the soldiers are largely drawn are not cleanly; the results, as I said, are exactly what one would have anticipated—the development of tens of thousands of cases of tuberculosis among the troops. By the end of December, 1915, 86,000 soldiers had been returned to their homes with active tuberculous disease. In February of this year it was estimated that about 150,000 had thus been returned, and more are constantly being discharged for this cause. . . . . . .
>
> "How enormous the problem is in France one begins to realize when we attempt to estimate the number of cases, as nearly as may be, which would be found in various groups of the population of France if war were to be terminated at once.
>
> "We have, first, about 150,000 discharged soldiers with tuberculous disease. Secondly, it has seemed to me that an estimate of 3 or 4 per cent. of the cases of tuberculosis among people who formerly lived in the departments of France which have been in German occupation would be a very conservative estimate. As this number before the war was about 4,250,000, we may perhaps safely say that there are at least 125,000 more cases among these people."

The French Tuberculous War-Victims' Fund was organized December, 1916, with a large membership of responsible people. The president, Mr. Walter E. Maynard, gives in brief form the results achieved:

> "The sum of $116,118.81 has been raised without any expenditure for administration purposes beyond the cost of paper, printing, and postage. While the amount raised is large, many times as much should be sent to France to aid in this most vital work. The strength of the French people, who are fighting our battles, is being sapped by the scourge of tuberculosis, and no one should fail to contribute some amount, however small, to aid this cause. Contributions may be sent to Charles H. Sabin, Treasurer, 360 Madison Avenue, New York."

WEDDED PRIESTS AFTER THE WAR

THE SCARCITY OF PRIESTS brought about by the war has prompted the suggestion by Prior McNabb, of the Dominican Order in England, that married converts who have previously been ministers should be allowed to enter the Catholic priesthood, retaining their wives, of course. *The Catholic Citizen* (Milwaukee), which calls attention to this utterance, points out that the Catholic Church would have the right to permit such a status even tho "she has always maintained and always will hold that celibacy is the ideal." *The Catholic Citizen* has been expecting talk of permitting married clergymen in some parts of Europe after the war, since such a "frightful toll of lives has been taken in priests." We are reminded that "priests of the Eastern rites are often married, taking wives before they receive major orders," and this is permitted by Rome. But, adds the Milwaukee editor, "even these Eastern churches agree with Rome that the celibate clergy is the ideal." For this, we are told, "they find plenty of sanction in tradition, while Holy Writ itself speaks plainly on the subject." *The Catholic Citizen* goes on to present objections to a married clergy by quoting from a letter written to the Liverpool *Catholic Times* by a convert, formerly an Anglican minister. These are his arguments concerning the celibate law, which the American Catholic editor finds "well worth while":

> "I say unhesitatingly that that law is one of the strongest weapons in the hands of the [Catholic] Church of England to-day, and that any relaxation of it, tho only with regard to convert clergy, would tend to weaken the magnetism which the Faith undoubtedly exercises among sincere and truth-seeking non-Catholics. Englishmen are surfeited with the armchair Christianity of the typical comfortable rectory; they have begun to realize the mockery of having the Gospel of Sacrifice preached to them by men whose lives are invariably softer and easier than those of the majority of their flocks, and in the reaction from this the vision of the Catholic priesthood voluntarily renouncing that which men hold dearest on earth for the sake of the Cross of Christ appeals very strongly. Any exception to this, in favor of raising married converts to the priesthood, would inevitably weaken that appeal. Even Protestants whose traditional prejudice causes them to denounce celibacy as 'hard and unnatural' often pay generous tributes to the self-denial and spirituality of its adherents, admitting that their own clergy suffer greatly in comparison.
>
> "After the loss of the sacraments I believe nothing has caused Christianity to lose its grip on the nation so much as the cold and perfunctory ministrations of a married clergy. When spiritual things come to be regarded as the means of providing for a family, a materialistic view of them is perhaps inevitable; a state of affairs apparently common enough among the Russian parish priests, tho there its bad effect on the people is counteracted very largely by the possession of valid sacraments. Should the Church ever make concessions of this kind to the married converts from the Protestant ministry, I am confident that the convert laity would strenuously avoid their ministrations."

THE COMMISSION FOR RELIEF IN BELGIUM

CLOSING OUR EFFORTS to assist in feeding the hungry Belgian children, as announced in last week's LITERARY DIGEST, because the United States Government has come to Belgium's relief, we take pleasure in recognizing again the great work done by the Commission Mr. Herbert C. Hoover has conducted so efficiently and in acknowledging the Commission's high appreciation of service which THE DIGEST has rendered. "In our hearts," we are told by a letter just received from Commission headquarters in America, "none of those who have supported us stand out in greater prominence than yourselves. In fact, your support has been an inspiration to us and has served to strengthen our own determination to see this job through at whatever cost of personal sacrifice. Furthermore, your support has perhaps operated more forcefully than any other influence in securing the Government assistance that now enables us to breathe freely as to our finances and to concentrate on the more dominant matter of securing the ships necessary to carry our supplies." We pass on this much of a very personal letter to our patrons for the reason that to them is due the credit accorded to us.

To his associates of the Commission Mr. Hoover has sent out a circular letter from which only these extracts can be given:

> "It must be clearly understood that the Commission for Relief in Belgium will continue to assume the entire charge of purchasing and transporting all food into Belgium and northern France. The Commission also will continue to be the only fully regularized vehicle by which money, food, and clothing can be sent into Belgium.
>
> "The children of Belgium will have the first call upon all food which is imported, and every effort will be made to maintain the supplementary meal which has been so important a factor up to the present in sustaining the health of millions of children.
>
> "We venture to suggest that, altho the general relief of the countries involved will now be met by the Government appropriations, emergencies and special conditions may arise which could only be met by private donations. Should any of your contributors desire to continue their gifts, notwithstanding the present position, they may be assured that their contributions will be expended sooner or later to great advantage, since in any event relief in many forms will doubtless be required after the war."

Mr. Hoover expresses appreciation of "all the untiring, faithful, and truly beautiful work" done by his associates, and says that their work and the responses resulting have been "an inspiring revelation of the great heart of America."

Our final acknowledgments of contributions received up to and including May 31 (after which date none can be accepted) will be duly made in THE LITERARY DIGEST. Further remittances should be sent to the Commission for Relief in Belgium, at its new address—165 Broadway, New York.

OUR GROWING REGRET HAS BEEN, through these weeks during which THE LITERARY DIGEST has been seeking to assist the ill-fed Belgian children, that we could not publish all the excellent letters received from sympathetic readers and other matter calculated to inspire our friends. A large number of extracts have been made, testifying to both sympathy and sacrifice. From a bunch of these just at hand we take, almost at random, the following:

In Warrensburg, Mo., the women's clubs, the church organizations, and a few individual hostesses agreed that for a period of three months they would dispense with refreshments at their afternoon functions and turn over the money thus saved to this Fund. Result: a remittance of $72.

With $120 from Clifton Forge, Va., came a statement that it was collected through the Saturday Club, "much of it coming from the children. One little child in the primary department gave the money given her for making A's in her report." "Carefully guarded for years—a treasure around which has clung hope that some day the owner would return to beloved France"—a 100-franc note came as "the widow's mite" from Los Angeles and brought the market value of $17.20. Camp Fire Girls and a Sunday-school Class in Marathon, N. Y., "earned $12.05 by selling vanilla-extract to help some poor little Belgian sufferer."

"THE DIGEST is always a welcome visitor to our far Northern country, two hundred miles from civilization," writes one whose letter is headed "Fifth Cabin Yukon Telegraph Line, North of Hazleton, B. C.," and he adds to his $12 unit—"will try to send another subscription soon." "In memory of my dear son, who gave his life in the trenches of the Somme," says a Dubuque donor of another unit. "I am a teacher," writes one from Minneapolis, "dependent on a salary that never looks large enough," but she read the "Message for Those Who Wait," and sent her unit saying, "I hope to send more." Another unit comes from Pontiac, Ill., and the writer says: "I spent some happy weeks in Belgium a few years ago, and when I think of the joyous faces of the Belgian children then, and the starved, forlorn condition of the babies now, I could not eat my own food if I did not do a tiny bit toward helping those same babies from time to time."

Mr. George R. Douthit, Chairman, telegraphs us that the South Dakota Relief Committee proposes to complete its full pledge (which, DIGEST readers will remember, was for $36,000, to care for the children of *Menin*) under arrangements to be perfected with the Commission direct. South Dakotans have in large measure the spirit of humanity.

That car-load of potatoes came through from Florida, brought free of freight-charges by the railroads after donation by the growers of Elkton. The sale of it in this city brought $952.50, and a letter from Mr. George L. Estes, of St. Augustine, who was instrumental in securing it, congratulates us on the price obtained and encloses photographs of the car and of "Uncle Jimmie" Masters, "who did very effective work in procuring contributions and himself contributed five barrels to the cause."

Contributions to THE BELGIAN CHILDREN'S FUND—Received from May 9 to May 15 inclusive.

$973.20—Citizens of Portland, Me., through Mrs. Herbert J. Brown.

$952.50—Proceeds of a carload of Florida potatoes, generously contributed by growers at Elkton, Fla., through the splendidly effective work of Mr. Geo. L. Estes.

$500.00—"H. Z. H."

$452.14—Asheville, N. C., Belgian Baby Fund—Oakhurst School for Girls, $70.00; City High School, $63.45; Orange Street School, $49.20; North State School, $20.00; Weaver College, Weaverville, $18.65; Mrs. Harriett B. Jordan, $24.00; Mrs. Langan, $12.00; Friends, $12.00; Amounts under $12.00 each—$182.84.

$407.39—First Presbyterian Church, New Brighton, Pa.

$261.00—Mary F. Cooper and Pupils.

$221.87—Students of Butler (Pa.) High School.

$200.00—Mrs. Oliver Hart Bronson.

$193.00—Employees of the Publishers Printing Co.

$144.00—Presbyterian Church, Eveleth, Minn.—Dr. C. W. More, $12.00; Blanche S. More, $12.00; Mary L. Burns, $12.00; Mrs. H. S. Sherman, $12.00; Mary E. Johnson, $12.00; Presbyterian Ladies' Aid Society, $12.00; A. G. Kingston, $72.00.

$120.00—"R. B. P."

$100.00 Each—Mr. and Mrs. H. F. Toliver, "T. A. M.," The Clarke County, Wash., Belgian Relief Association, Mrs. W. A. Dickey, Jr.

$89.40—Students and Teachers of Missoula Co. (Mont.) High School.

$88.03—Doty Guthrie.

$75.00—The Magma (Utah) Woman's Club.

$72.00—Young Peoples' Christian Union, A. R. Presbyterian Church, Louisville, Ky.

$71.00—People of Cuylerville, N. Y.

$65.11—"Just for Charity Club," Hibbing, Minn.

$61.00—Hoquiam Lodge No. 1082, Elks, Hoquiam, Wash.

$60.00 Each—E. T. Willis, "Cochise," Julia F. Bartlett, Anonymous.

$59.07—Auburn (Cal.) Congregational Church and Sunday School.

$56.00—Rev. H. M. Dyckman.

$51.50—Children of Primary Grades of Cripple Creek (Colo.) Schools.

$50.00 Each—Mrs. A. M. Maddock, Harriet L. Bushnell, Walter Henning, C. H. Stewart, Chas. Mattison, Frances R. Foster, Church of the Epiphany Episcopal, Independence, Kan., Ladies of the Six Churches of Nowata, Okla.

$48.00—The News Reporter, Gloucester, Va.

$47.00—A. L. Marshall.

$42.50—Y. W. C. A. Staff of Wilkes-Barre, Pa.

$42.00—First Presbyterian Church and Allied Organizations, Dunellen, N. J.

$41.00 Each—Raleigh R. White, Jr., Miss Florence Newstrom and Friends.

$40.00 Each—Randolph-Macon Academy and Friends, *Front Royal, Va., Lancaster (Texas) Community.*

$36.50—The Neshannock Camp Fire Girls, New Wilmington, Pa.

$36.20—Ruby Fopiano and Friends.

$36.00 Each—Arthur, Luther and Ruth Mosher, Miss Margaret F. Davis, Mrs. H. S. Briggs, Lee Welsh, Annie Campbell, Congregational Sunday School and Friends, Cottonwood, Cal., Anonymous.

$35.44 Each—Women from Virginia Beach, Va., Methodist Sunday School, Kincaid, W. Va.

$35.00—Monday Club of Ironton, Ohio.

$33.45—Employees of Dr. W. H. Groves' Latter-Day Saints' Hospital, Salt Lake City, Utah.

$32.00—First English Lutheran Church, Columbia, Pa.

$31.00—Lewiston Orchards Sunday School, Lewiston, Idaho.

$30.00 Each—R. W. Turner, S. L. Martin and A. M. Scott, "A Little Group of Americans in Canada."

$29.11—Children of Boston School, Demmon, Mich.

$28.86—Pupils of Crawfordsville (Ind.) High School.

$27.00—R. J. Murray and Friends.

$26.00 Each—Peter Corcoran and Friend, Mary L. Johnson.

$25.30—W. A. Edie, Men's Bible Class of the First Presbyterian Church of Connellsville, Pa.

$25.25—Fort Davis (Texas) High School and Sunday School.

$25.00 Each—North Presbyterian Sunday School, Binghamton, N. Y., A. C. Saunders, Jr., Helen J. Crow, D. L. Davis, Elizabeth G. Hall, Joseph Merritt, S. J. McLaren, Maurice, Lovina, Lulu and Edmund Knight, Mr. and Mrs. J. G. Thompson, John G. Osborne, Rev. and Mrs. E. M. Williams, Dr. N. A. Stanley, B. Simonds, A. H. Muir, Mr. and Mrs. W. E. Barrett, T. U. Chesebrough and Students of Stanley McCormick School, Burnsville, N. C., Jno. R. Scott, Mrs. W. B. Shaffer, Mrs. Una Acton, Gerald H. Brown, Mrs. J. B. Fassett, Mrs. C. M. Hudson, Mrs. E. V. Stoddard, R. W. M. Horton, Wm. Hann, Mrs. C. J. Pearson, Mrs. Charles W. Stockton, New Jersey, Dramatic Club, Westboro (Mass.) High School, "Mother," Brooklyn.

$24.25—Commercial Department of the Ferris Institute, Big Rapids, Mich.

$24.00 Each—Mr. and Mrs. H. C. Rice, "Bluegrass," Marion G. Spear, W. C. Gannett, M. D. Jeffrey, Alice M. and M. R. Higgins, C. Le V. Coleman and Vere C. Dickinson, The Marie Depage Circle for Belgian Relief, Young Ladies' Progressive Class of the First M. E. Church, South, Orlando, Fla., Maricopa Chapter of the Daughters of the American Revolution, Mr. and Mrs. and Burwell Hening, Louella Chapin, Oakman Mining Co., Grove Patterson, L. S. Foster, Miss Dukeman's S. S. Class, Numerous Anonymous Items.

$23.85—Members of the Second Presbyterian Church, Uniontown, Pa.

$23.00—Morton Church, Hardin, Mo.

$22.04—Church of St. Mark's on the Hill, Pikesville, Md.

$22.00—Miss Pearl Deeter and Calla Deeter.

$21.00—Mrs. F. L. Warren and Friends.

$20.00 Each—E. M. Stanbery and L. J. Weber, Moxee (Wash.) Congregational Church, Edward Caterson and John Mathers, Sabbath School, First Presbyterian Church, Greenwich, Conn., W. S. and Mrs. D. M. Cooper, M. B. Cattle, Officers and Crew of the P. S. S. Co. Str. "Mauna Loa," Muffly Family, Froebel League, N. Y. City.

$19.00 Each—Sigma Chapter Nu Sigma Nu Fraternity, Cleveland, Ohio, Anna C. King and Mrs. C. S. Newhall.

$18.00—Aldie Union Sunday School, Aldie, Va.

$17.50—Christian Endeavor of the First Christian Church, Paducah, Ky.

$17.00—Federated Churches of Pullman, Wash.

$16.50—The Women's and Men's Bible Class of the Tolbert Creek Christian Church, Monmouth, Ill.

$16.00—Summit Presbyterian Sunday School, Philadelphia, Pa.

$15.65—Colver Presbyterian Church, Colver, Pa.

$15.50—West Side Christian Church, Christian Endeavor Society, San Francisco, Cal.

$15.00 Each—E. W. Juncker, "I. A.," Digest Readers of Rising Sun, Md., Anne and Peter, Ancient Order of Gleaners, Fairgrove, Mich., Mrs. J. R. Thomas, Jr., J. L. Miller, Olive G. Taylor, Mesca, Colo., Methodist Episcopal Sunday School, Rockford, Mich., Isabel J. Burke, Mrs. Mary K. Beaunisne, Ladies' Aid Society, St. John's Church, Boonton, N. J., and Boonton Friends, First Baptist Sunday School, Goshen, Ind., Andrew Ring, R. C. Morrow.

$14.00 Each—Frank L., John and Bill Warren, First Baptist Church of Middlebury, Genesee Association, N. Y. State, W. O. G. Club of High Point, N. C., Sunday School, St. Martin's Church, Charlotte, N. C., First Baptist Church, Millburn, N. J.

$13.65—Portsmouth, Va., Public Schools.

$13.30—Oakfield (Wis.) Baptist Church.

$13.13—Mr. and Mrs. Geo. D. Sears.

$13.00—Grand Bell Club of Cleveland Heights, Ohio.

$12.75—Children of E. S. Gilfillan.

$12.50 Each—A Member of Manor (Pa.) Presbyterian Church, F. F. and Mrs. M. E. Merrill, Children of Middle River (Minn.) Consolidated School, Mrs. A. Ham.

$12.40 Each—Port Arthur (Texas) College, Christian Endeavor Society of Naples, N. Y.

$12.25—Pantages Blue Ribbon Bill, Chicago, Ill.

$12.10 Each—Boy Scouts of America, Troop 2, of Missoula, Mont., Dolly Simpson, Jno. McGill.

$12.05—J. L. Edwards.

$12.00 Each—Mrs. I. L. Binns, Sunday School of Christ Church, Windsor Mills, Ohio, Geo. McCrery, Mrs. A. N. Roberts, Mrs. Augusta V. Gateson, Mr. and Mrs. R. L. Brown, Jr., Anna M. Bacon, J. Webb Howell, Anne Whiteman, Mrs. S. E. Griswold, H. L. Conn, Mrs. Birdbaum, Annabel Swartz, Kate R. Logan, People of Chapin, Mich., Miss F. M. Van Gaasbeck, Young Peoples' Class, First Christian Church, Little Rock, Ark., H. T. Bishop and Family, M. B. Benedict, Jackie, Mrs. D. D. Eastham, Mrs. Sarah E. Hornor, C. E. Engel Co., A. L. Hallowell, J. W. Howell, Mrs. Wm. Wallace White, Grace Episcopal Church, Drakes Branch, Va., S. E. Gibb, O. E. Bisplinghoff and Friends, N. Rasmussen, Wm. R. Talbot, Rose Skinner, "A Friend," Six Friends in Germantown, "A Friend," F. P. Futroye, Gardner Murphy, John E. Laughlin, "M. C.," Julia P. Hardeman, Mrs. Pearle Davis Stone, Jane Elizabeth Tait, Mrs. Sydnor Cornick, United Evangelical S. S., Northumberland, Pa., Francis E. Dassey, Mrs. Olive S. Clark and Miss A. E. Hathaway, Mrs. Smith M. Flickinger, Irving Southworth, Andy H. Williams, Anna J. Kelley and Louise Burke, W. H. Kindy, Annie L. Wiley, Mrs. E. E. Hazlett, Wilbor A. Bowen, R. C. Jefferds, Mr. and Mrs. E. Scott Owen, Constance C. Hemstreet, Maud Marston and Henry Burrows, Mrs. Sydney C. Osmer, A. G. Beckwith, Jean Clifford, Bass-Hueter Paint Co., E. M. Estes, Mrs. Chas. E. Wilson, Jr., Dr. Arthur H. Harrington, Maude L. Kimble, May C. Prentice, Mr. and Mrs. Henry Wright and Family, M. B. Burnham, Janet Storrs, Grace W. Landrum, Marvin Solien, John J. Hill, Miss Tena Pope, Hardy Children, E. L. Knoedler, Mr. and Mrs. J. St. Clair White, Jr., Percy G. Charles, E. H. Coslan, M. A. Holden, A. E. Bowser, Mrs. Carrie Craig, Wm. H. Knowlton, The Mason Children, Mr. and Mrs. H. D. Warren, R. Julian Cox, Almon H. Fuller, Mr. and Mrs. Elmer Oswald, M. M. Bishop, Mrs. Joseph McGhee, The Pohlson Galleries, Mrs. W. J. Ritchey, Wm. I. Richardson, Geneva Jane Cliver, Elizabeth Dodson, Evalyn Frances Main, Mrs. T. F. Driscoll, H. H. Embry, Violet Nicholsen, E. F. Kelley, Branson Corbett, Dr. C. H. Colborn, Marian I. Restrick, R. B. Kirkpatrick, Edith M. Hemler, Mr. and Mrs. Frederick Kellogg Blue, R. B. Cherry, Robt. Stewart, Girls' Council of Miamisburg, Ohio, Mrs. E. B. Taylor, A. A. Schenck, The Society of St. Elizabeth, Chester, Ill., John H. Harland, Mrs. Harold Lyon, Mrs. E. H. Gidley, Martha Finnegan, Eleanor M. Roosa, "A Friend," Brynhilde Mortenson, M. E. Miner, Jr., Birthday Fund of the First Baptist Sunday School, Evanston, Ill., A. J. Pender, Civic Club of Ringling, Okla., L. E. Stone, The Thimble Club, Mr. and Mrs. F. B. Wilde, Mr. A. H. Wilde, Maria L. B. Wilcox, United Presbyterian Sabbath School, Huntsville, Ohio, J. L. Stone, F. J. Gurney, G. F. Ganser, Geo. Paulin, Mr. T. W. Sprinkle, Butte Lodge Theosophical Society, Mrs. A. S. Edmonds, Alice M. Freeman, Edith R. Macurdy, Mrs. W. J. Gilmore, Agnes Woodruff, M. M. Mitman, "A McKeesport (Pa.) Friend," F. W. Pope, C. E. Elliott, "M. W. L. Hollidaysburg," K. C. Heald, Mr. and Mrs. R. M. Wood, Mr. Nicholas Samuelson, Mrs. S. B. Sweeney, Mrs. J. C. Adams, A. R. Craven, P. J. Goudie, Numerous Anonymous Items.

Contributions of less than $12.00—$1,069.19.

Previously reported—$520,010.81.

Total this report—$12,315.47.

Grand total—$532,326.28.

NATION-WIDE PROHIBITION AS A WAR-MEASURE

(*Continued from page* 1576)

Maine has been a storm-center of debate and legislation concerning the drink problem, and tells us that the people there began with "moral enthusiasm" against drink because of the "obvious curses" of the saloon. Moral enthusiasm went into cold storage more than a generation ago, but into the vacuum rushed conviction that the penalties drink imposes on the economic life are such as to demand prohibition as a cold business proposition. In the judgment of this journal, despite intermittent nullification of prohibition through the cooperation of political adventurers in collusion with the rum-shop, the State has gained a great deal. That no statutes in restraint of crime are ever completely successful is also remarked by the Skowhegan *Independent Reporter*, which says it has "ceased to expect that the evils of drink will be entirely abated in our day, yet does consider that legal enactments, and prominent among them the Maine law," will be among the most important agencies to the end desired. The editor of *The Maine Farmer* (Augusta) notes that the opposition to Governor Milliken's radical temperance policy has raised the cry that the summer travel business in Maine will be killed if more stringent laws are enacted, or those already existent are more rigidly enforced. If liquor-drinkers are the people on whom we must depend for our summer-travel business, says this observer, then the sooner we lose it the better for the young people of Maine.

KANSAS (1880)

The first State to follow Maine's example was Kansas, which has been in the "dry" column since 1880. As to the success of prohibition there, so well-known an authority as Mr. William Allen White, editor of *The Emporia Gazette*, says that the best answer to the question is not found in any editor's opinion, but in the opinion of the people who have to live under prohibition, and he points out that:

> "The last time any one had the courage to run before the people of Kansas on an antiprohibition declaration he got one vote in twelve of those polled at the election. The unanimous Supreme Court, the Governor, and the unanimous vote of both houses of the Legislature recently were registered for prohibition. A public declaration that prohibition has made business better was made by the State Retailers' Association at their State convention; the chairman of the commercial clubs of the State has declared he believes prohibition has made Kansas land more valuable than it would be otherwise. The chairman of the State Medical Society is recorded as declaring that prohibition is our best hygienic statute, and the president of the State Bar Association recently de-

Men of Tomorrow

Many a boy, started off with a sorry fund of health, has been built into a mental and physical "husky" by helpful environment and properly selected food.

No one can build a sturdy, time-resisting wall with poor materials. No one can build a strong, manly boy on flimsy food.

The boy is really more important than the wall!

Ever think of that?

You may be very particular when you inspect the materials you are to put into your house walls.

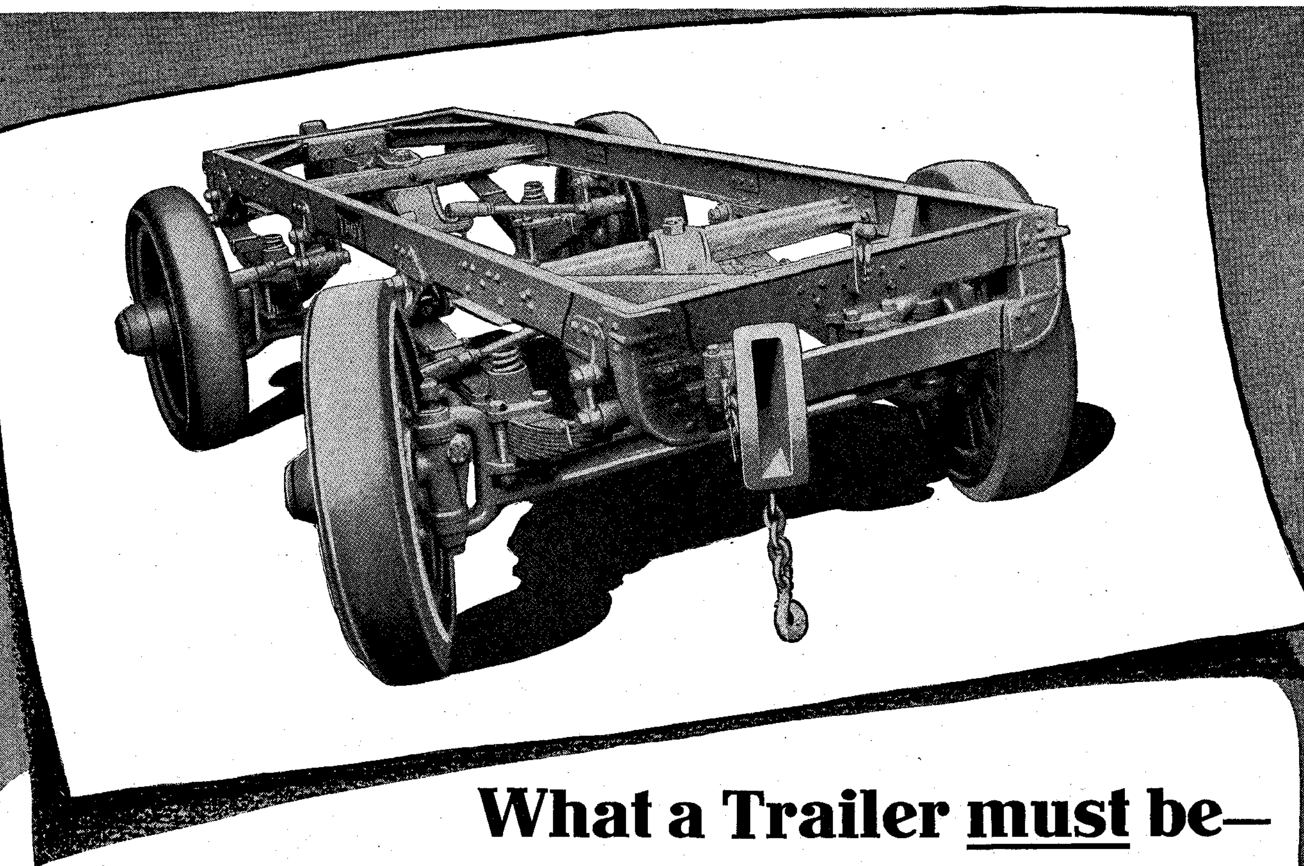
But how about the boy—is his building material being considered?

A true Brain and Body food is

Grape-Nuts

It possesses those vital elements required by Nature for building up strong young bodies and active brains.

"There's a Reason"



What a Trailer must be—

A Motor-Truck Trailer must be more than a vehicle. It must be a specially designed piece of machinery. Four wheels and a frame won't do it.

TROY Trailers lack one thing that a motor truck has. That's self-containing power. But TROY Trailers have other mechanical features that motor trucks don't have.

They have specially designed draw-bar construction with a spring that works on both pull and push. This prevents strains and shocks from sudden starts and stops.

There is an absolutely automatic steering mechanism.

One or more TROY Trailers will follow in the exact track of the truck around any corner.

TROY Trailers of the reversible or double-end type can be backed any place—around any corner, or up to any desired point. The truck can be hitched to either end.

The wheels are always parallel to the line of traction.

There is no side thrust in rounding corners—no strain on wheel, frame and steering gear. Nor is there any whipping motion. And every wheel takes care of itself in meeting road obstructions.

"Troy Trailers"

The pull is through the frame and springs and not on the axles and wheels. In other words, the load itself starts to move before the wheels do.

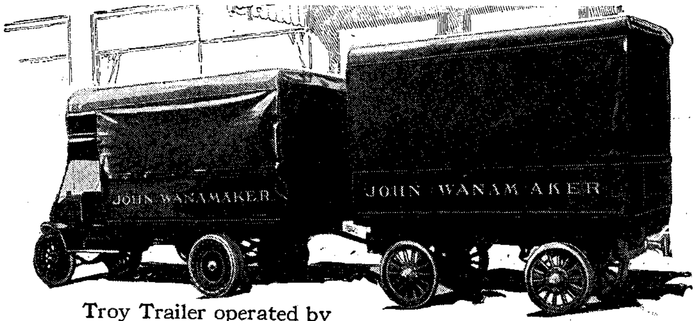
TROY Trailers are absolutely different from wagons in design and construction.

They do not contain a single wagon part. They are built entirely of bronze and steel, with wood only in the wheels. The tires are steel or rubber—always rubber for city use. But there is no traction on the tires and the upkeep is not appreciable as compared with tires on the truck itself.

It has been adopted by scores of nationally known concerns such as United Cigar Stores, Victor Talking Machine, Eastman Kodak, Ford, Cadillac, Packard, Studebaker, Saxon Companies. These concerns don't buy until they know. In every part of the country, in every line of business, with every good make of truck, TROY Trailers are making good. "Making good" means cutting costs and bettering service.

Troy Trailers range in capacity from 1 to 5 tons. There are also Troy Juniors for use with pleasure cars.

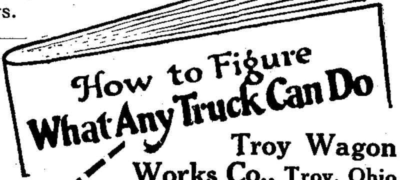
Troy Trailers Operate with ANY Good Truck



Troy Trailer operated by
John Wanamaker, New York

**TROY WAGON
WORKS COMPANY**
TROY, OHIO

Branches or Distributors in all principal cities.

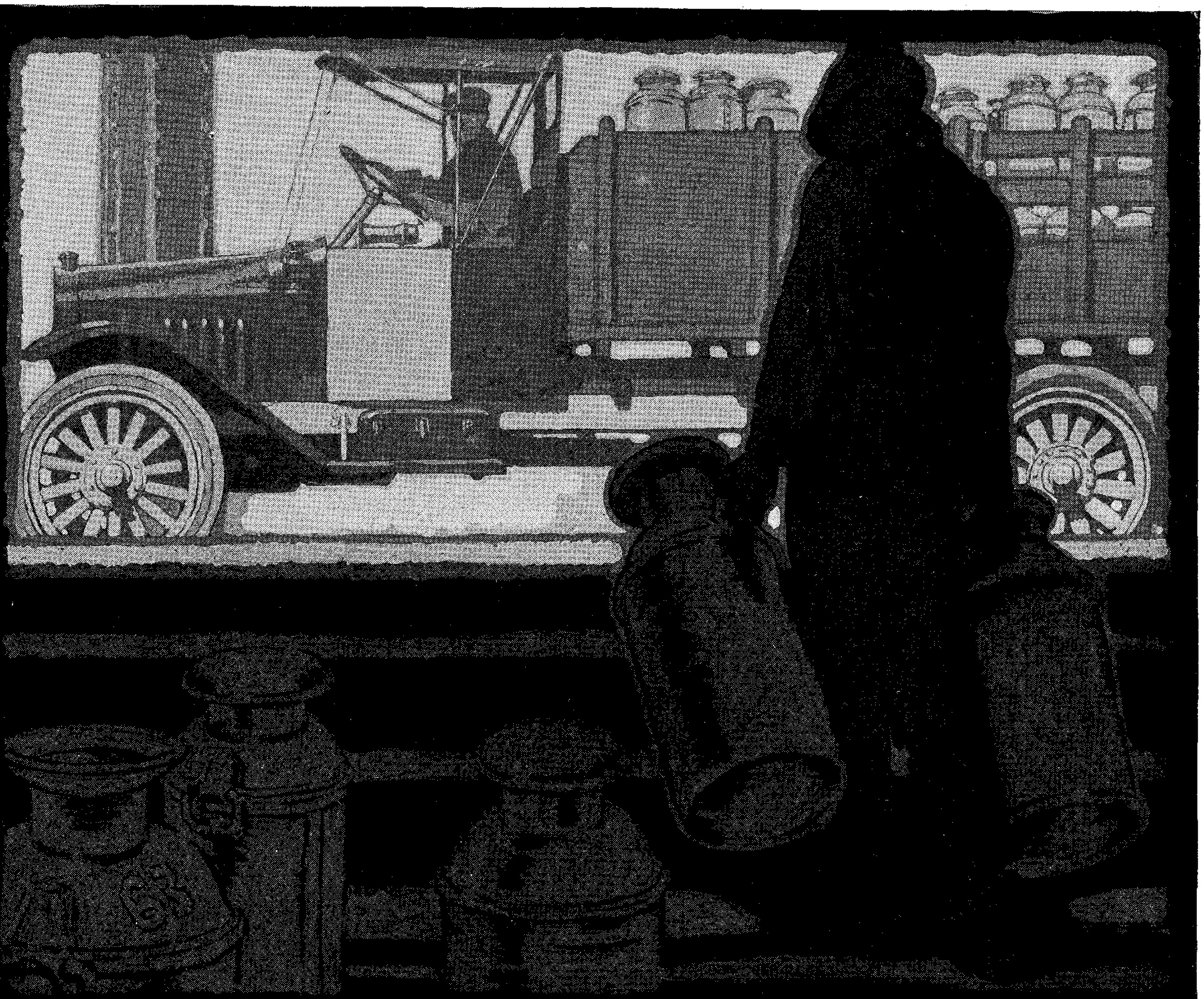

How to Figure What Any Truck Can Do

**Troy Wagon
Works Co., Troy, Ohio**
Please send copy of booklet
advertised in Literary Digest.

Name ....

Street ....

Town .... *State* ....



BETHLEHEM
MOTOR ★ TRUCKS

Highly standardized — perfectly equipped — Built to withstand maximum wear and tear — Bethlehem means "Dependable Delivery" in Motor Trucks.

$1125	$1165	$1665
1¼ Ton Chassis	1¼ Ton Complete with body and top over Driver's Seat	2¼ Ton Chassis

F. O. B. Allentown

Bethlehem Motors Corporation
Allentown, Pa.

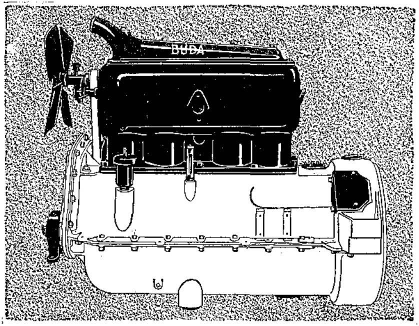
clared that prohibition had decreased crime. The president of the State Federation of Labor a few years ago declared that prohibition had made laboring conditions better for laboring men than saloons, and the State Grange has gone on record as declaring that there is more money for the farmer raising grain for food and grapes for grape-juice than there is in raising farm-products for liquor. In the face of these testimonials, the opinion of one man is highly irrelevant."

The Topeka *Capital*, which is owned by Governor Arthur Capper, reminds us that Kansas has had constitutional prohibition for thirty-six years and that for upwards of twenty-five years the question of returning to saloons was a party issue. The outside interests all this time were hostile and obstructive to State prohibition. Congress and the Federal Government were more than tolerant toward the liquor industry, but Kansas fought its fight single-handed in this region, surrounded by saloon States. During this period prohibition was not well enforced—sometimes better and sometimes worse—but, in the last eight years or so, other States have gathered to the support of the prohibition movement.

In Topeka also we hear from Mr. Frank P. MacLennan, editor of *The State Journal*, that he regards prohibition as "a great success in Kansas, and would recommend it to other States." The Holton *Recorder* says that the "whisky and brewery interests of the East," who claim prohibition does not prohibit and is a failure, must either think they can make the people of the "wet" States believe "Kansas people are a lot of fools or they are so hard run for arguments to sustain their cause that they are compelled to resort to any old frazzled lie or give up the contest."

The Salina *Journal* classes among Kansan paying propositions better farming methods, broader school activities, progressive community development, and prohibition. Yet it recalls that not so long ago one could see men at street-corners jeering women who were fighting saloons with their best weapon, namely, publicity. Such critics have either died or become converted, according to this journal, which says that when women began the campaign to keep the cities clean, the men became ashamed of themselves and joined, and altho women are to be credited with having led the way, still the conviction has fastened itself on Kansan men that the "saloonless State is the only safe State." Adverting to the new "bone-dry" law, which makes it criminal for any person to have liquor in his own home, even for personal use, this journal says it will meet with the favor of the people.

The Chanute *Tribune* recalls that a generation ago boys and girls were saying in chorus, "Tremble, King Alcohol! We shall grow up!" But the old king, mindful of his wealth and power, laughed uproar-



DEVELOPED

The sort of a motor you would care to depend upon is not designed on paper, but developed under actual working conditions. It must be designed, built, tested and redesigned year after year before it can be expected to be "right."

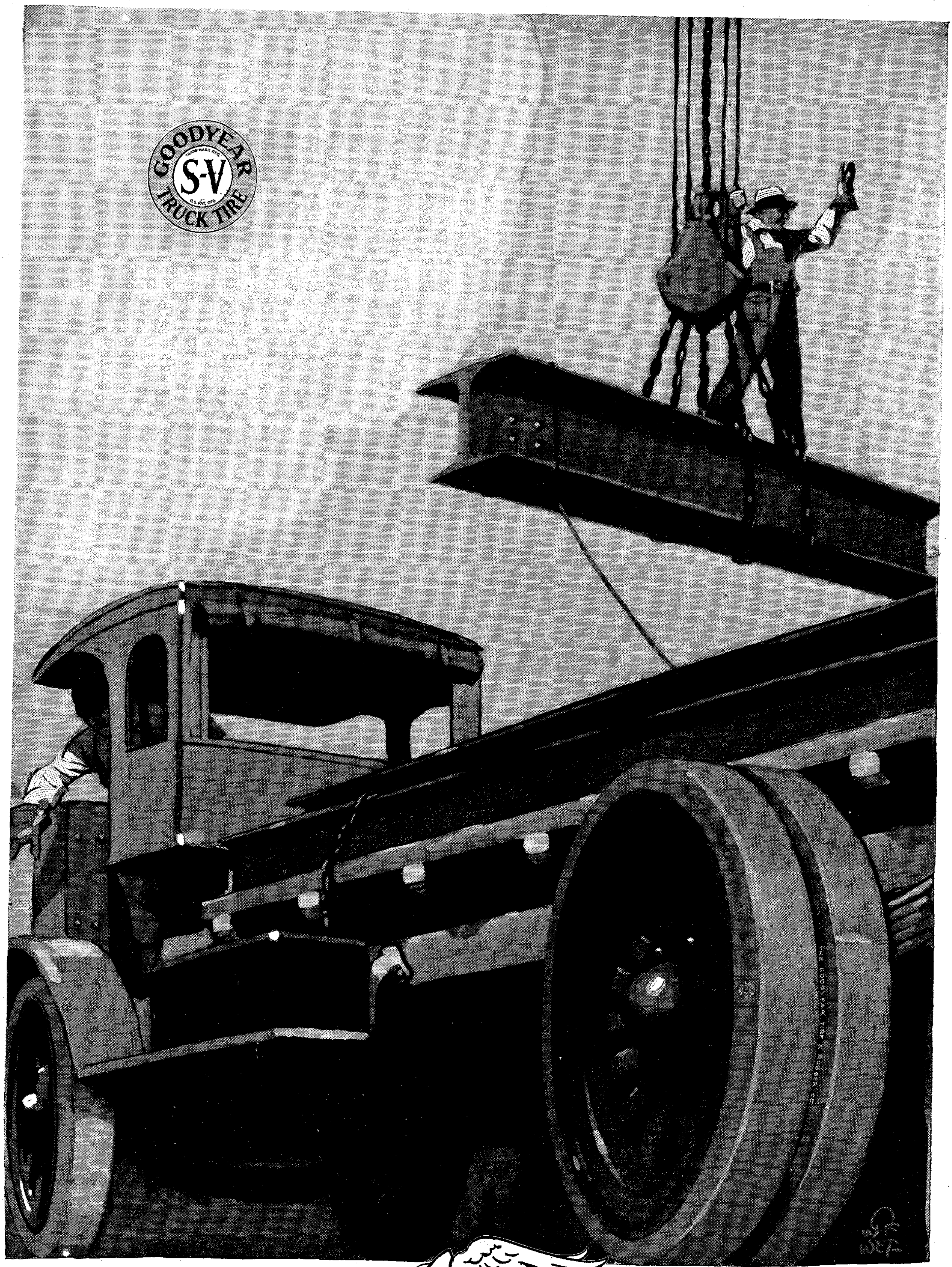
The BUDA MOTOR

is a developed motor. Its clean-cut, simple exterior indicates the refinement process it has undergone, and suggests what the performance of the motor proves—that it has been soundly and broadly developed to a high degree of all-'round efficiency.

The Buda slogan for 36 years has been: "Take time and build your best." This policy plus the slow and carefully guided growth of our shop-practice and equipment have been instrumental in making The Buda Motor what it is today—a fine, durable and powerful engine.

The Buda Co.
Harvey (Chicago Suburb) Ill.

THE BUDA COMPANY
BUDA
MOTOR
"The part to buy the car by"
ESTABLISHED 1881


GOODYEAR S-V TRUCK TIRE
TRADE-MARK REG.
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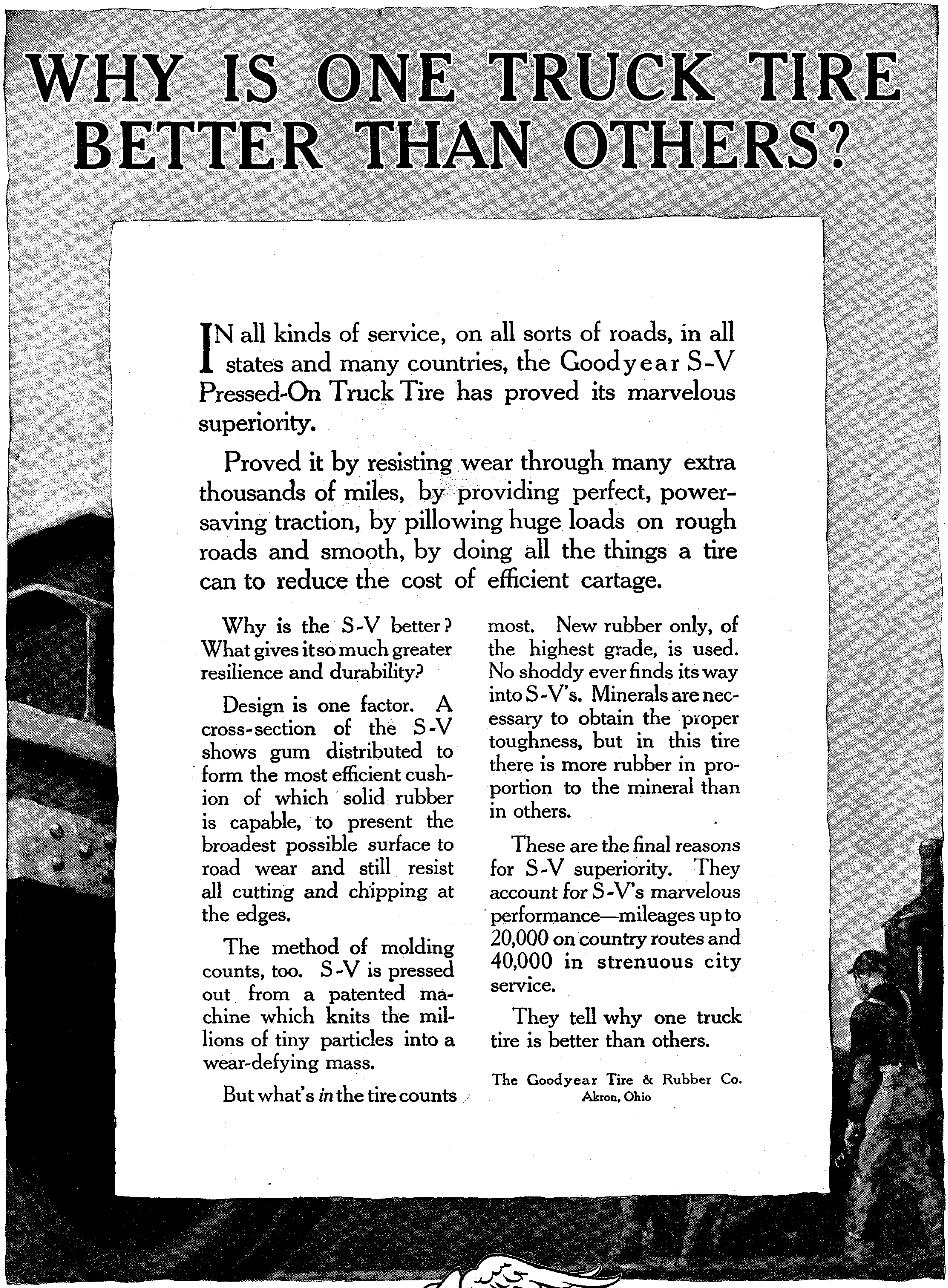
THE GOODYEAR TIRE & RUBBER CO.

GOODYEAR
AKRON



WHY IS ONE TRUCK TIRE BETTER THAN OTHERS?

IN all kinds of service, on all sorts of roads, in all states and many countries, the Goodyear S-V Pressed-On Truck Tire has proved its marvelous superiority.

Proved it by resisting wear through many extra thousands of miles, by providing perfect, power-saving traction, by pillowing huge loads on rough roads and smooth, by doing all the things a tire can to reduce the cost of efficient cartage.

Why is the S-V better? What gives it so much greater resilience and durability?

Design is one factor. A cross-section of the S-V shows gum distributed to form the most efficient cushion of which solid rubber is capable, to present the broadest possible surface to road wear and still resist all cutting and chipping at the edges.

The method of molding counts, too. S-V is pressed out from a patented machine which knits the millions of tiny particles into a wear-defying mass.

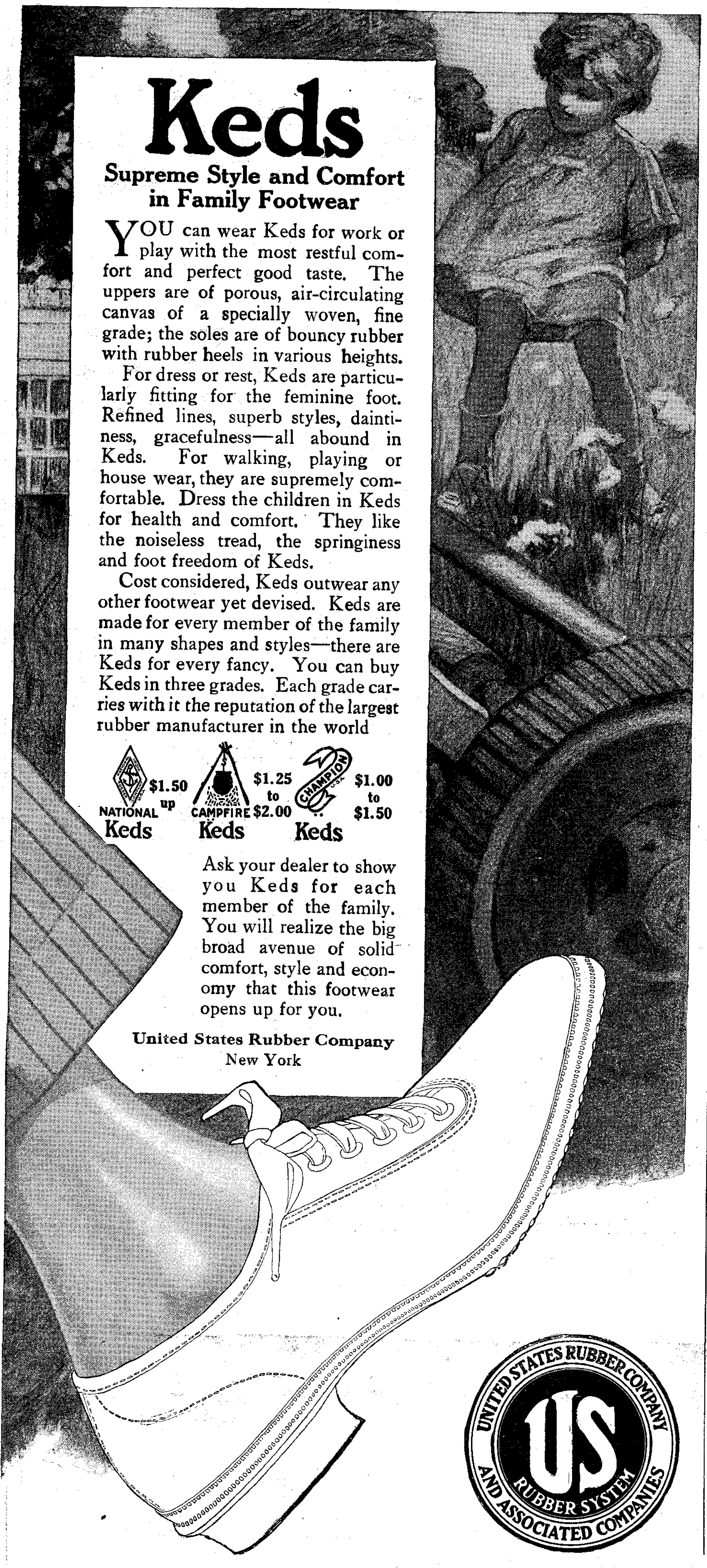
But what's *in* the tire counts most. New rubber only, of the highest grade, is used. No shoddy ever finds its way into S-V's. Minerals are necessary to obtain the proper toughness, but in this tire there is more rubber in proportion to the mineral than in others.

These are the final reasons for S-V superiority. They account for S-V's marvelous performance—mileages up to 20,000 on country routes and 40,000 in strenuous city service.

They tell why one truck tire is better than others.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON



Keds

Supreme Style and Comfort in Family Footwear

YOU can wear Keds for work or play with the most restful comfort and perfect good taste. The uppers are of porous, air-circulating canvas of a specially woven, fine grade; the soles are of bouncy rubber with rubber heels in various heights.

For dress or rest, Keds are particularly fitting for the feminine foot. Refined lines, superb styles, daintiness, gracefulness—all abound in Keds. For walking, playing or house wear, they are supremely comfortable. Dress the children in Keds for health and comfort. They like the noiseless tread, the springiness and foot freedom of Keds.

Cost considered, Keds outwear any other footwear yet devised. Keds are made for every member of the family in many shapes and styles—there are Keds for every fancy. You can buy Keds in three grades. Each grade carries with it the reputation of the largest rubber manufacturer in the world

NATIONAL Keds $1.50 up

CAMPFIRE Keds $1.25 to $2.00

CHAMPION Keds $1.00 to $1.50

Ask your dealer to show you Keds for each member of the family. You will realize the big broad avenue of solid comfort, style and economy that this footwear opens up for you.

United States Rubber Company
New York

iously at the foolish little folks. Yet these boys and girls have grown up and the warning of their child voices has become a "mighty torrent of awakened public opinion which has swept the dram-shop from two-thirds of the United States," and has even "awakened the United States Supreme Court to the wisdom of handing down judicial decisions in accord with the spirit of the times." Prohibition is the "greatest asset of Kansas," remarks the Concordia *Blade-Empire*, which tells us that there can be no question of the economic benefits it has brought to the State, while the moral gain is incalculable. The Lindsborg *News* claims that one of the results of prohibition in Kansas has been that no State in the Union has been so vilified by the brewery interests, for they have realized all along in their losing fight that the only way to keep the traffic going has been "along the line of disillusionment."

NORTH DAKOTA (1890)

In North Dakota, we are reminded by the Grand Forks *Herald*, the State as such has had no experience with the legalized sale of liquor as a beverage, because the prohibition clause in the Constitution was adopted with the *Constitution itself* when the State was created in 1889. *The Herald* believes prohibition has been a success in North Dakota in that it has materially diminished the use of intoxicants and the resultant evils. But this journal adds:

> "The experience of North Dakota is not a safe guide for another State unless the conditions in the two States are similar. North Dakota is an agricultural State, with no large cities and no large groups of factory employees. Except in the harvest months, when thousands of transient laborers from other States are here for a few weeks, its population has the permanency which agriculture creates, both in the cities and the rural districts."

The Bismarck *Tribune* speaks of the two degrees of prohibition—that in States that are "moist" and that in States "bone-dry." North Dakota comes under the "moist" classification because liquor can be shipped into the State in unlimited amounts for private use. Consequently, prohibition "does not prohibit the consumption, but merely prevents the public sale of liquor." Yet so deep is the conviction of the success of prohibition that the legislature is considering the passage of a "bone-dry" law in order to take advantage of the Webb-Kenyon decision and "place a lid upon North Dakota of the air-tight variety."

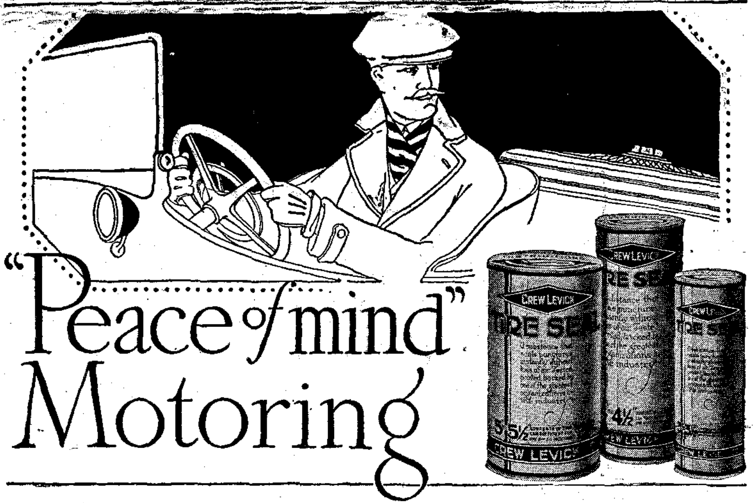
The Jamestown *Capital* reminds us that every time the people of the State have an opportunity to vote upon the question of prohibition they "overwhelmingly strengthen the law," which is a financial success that has been worth millions to the people of the State. Merely as a business proposition, therefore, they do not want anything to do with the liquor business. Prohibition is a "dead" issue in North Dakota because "it is a success," observes the Fargo *Courier News*, which credits this verdict to the people of the State, who undoubtedly do not believe in the manufacture and sale of intoxicants. We are told further that antiprohibition sentiment is losing ground rather than gaining, with the result that enforcement makes constant progress, and in this respect the North Dakota of to-day is "not to be compared with that of ten or even fifteen years ago." The answer to the question whether prohibition is a success, says the Minot *News*, is that "with officials who do their duty the effects are a reduction of liquor selling from marble-front and beveled-glass interior locations on the best business corners to hidden places in stables, and low dives, and nauseating places to which access must be had by stealth and where the social element of drinking must be eliminated because no customer dare linger lest he fall into the clutches of the law." Rigid enforcement of prohibition laws must not be expected immediately upon their adoption in any State, for "public sentiment must be built up to the level of these laws before they can be enforced in letter."

State prohibition is a step in the right direction, observes the Hastings *Times*, but only one of the steps that must be taken to end the evils of the liquor-traffic. It has put a very effective tho short-range weapon in the hands of the officers of the law, but "it seems we need the added defense of a national prohibition law to make our victory complete and our homes secure." *The Cooperators' Herald*, official organ of the North Dakota Society of Equity and the Cooperative Marketing Movement, believes that no one who reads the signs of the times aright can doubt that shortly nation-wide prohibition will prevail in the United States. As to North Dakota, after nearly thirty years of prohibition there, sentiment is more strongly for it than ever before.

The White Ribbon Bulletin (Fargo) rejoices that the Supreme Court decision on the Webb-Kenyon Law will enable North Dakota to pass more stringent laws in regard to liquor than the State Constitution contained, and reminds us that in the fall elections, when the sentiment of the voters was tested, a bootlegging referendum measure was decided emphatically for the "drys." This journal remarks also that North Dakota regards prohibition as one of her greatest assets and recommends to all the world her slogan "Prohibition, Prosperity, and Progress."

GEORGIA (1908)

Georgia is a striking example of progressive prohibition. It has been more or



THE SAME confidence—the same peace of mind—that you enjoy when you know that your engine will take you through "thick and thin" without a falter, now can be extended to include tires.

The possibility of punctures has always haunted the motorist. Just when you cannot afford the delay, the muss, or the effort, your tires are liable to pick up a tack, a screw, or a nail, and "let you down." But you can prevent this by using

CREW LEVICK
TIRE SEAL

Attested by Automobile Club of America as a Satisfactory Product.

This new product will free you from the inconvenience of punctures. It is backed by one of the oldest and largest concerns in the oil industry. While it will not prevent blowouts or make old tires new, it will seal punctures likely to be made by the innumerable nails, tacks, pieces of wire, etc., that dot the streets and roads of the country. With TIRE SEAL in your tubes, the "unwary tack" no longer need worry you.

So that purchasers can prove Crew Levick TIRE SEAL, it is packed in single tube quantities. Watch its performance in a single tube, if you prefer, but try it—then you will know what it really is to have "Peace of Mind" Motoring

Any one who can change a tube can insert Crew Levick TIRE SEAL. The contents of one can is simply poured inside each tube, *taking up less than 5% of the tube area.*

Prove to yourself the value of Crew Levick TIRE SEAL.
See your dealer to-day, or write direct for literature.

CREW LEVICK COMPANY, 2231-51 Land Title Bldg., Philadelphia, U. S. A.
REFINERIES: Pennsylvania Paraffine Works; Bessemer Refining Co.; Glade Oil Works; Seaboard Oil Works; Pembrick Oil Co., Pa.; Lawrence Oil Co., Pa.
PRODUCING COMPANIES: Muir Oil Co., Pa.; Combination Oil Co., Pa.; Warren Co., Ill., Okla.
BRANCHES: New York, Chicago, San Francisco, Baltimore, Boston.
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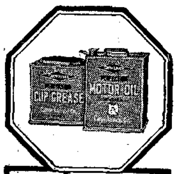
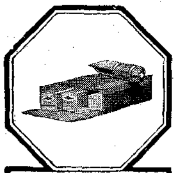
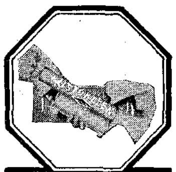
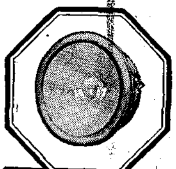
Send This Coupon In Now


Motor Oils and **Greases** from Finest Crude


Grease-in-Tubes, easiest way for you. **$1.50** a kit


Mistokleen, the modern cleanser. **$1.25** filled

Mistokloths, handy Kloths in boxes. **25c** and **50c**


Fractors give searching, lawful light, **$2.75** pair

CREW LEVICK CO., 2231-51 Land Title Bldg., Philadelphia
Please send me literature on products checked above:
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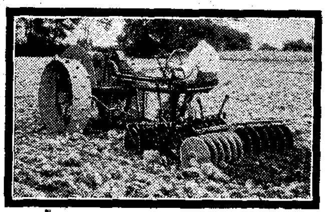
THE ORIGINAL
2-WHEEL TRACTOR
That Does All Farm Work
WITHOUT HORSES

WHEN you begin to consider the purchase of a tractor, whether for a farm of 80 acres or more, there are a number of questions you will need to ask yourself before you buy. Here are some of them:

—Will it CULTIVATE as well as a plow? Will it do ALL my farm work without horses? Will it work on plowed ground without packing the soil? Will it do the work quicker; easier; and save on hired help? Is it really a ONE-MAN tractor? Will it handle as easy as a team of horses, rather than be too heavy, clumsy, and inconvenient? Do I ride on the tool where I can see the work I am doing, or will I have to have someone run the tractor while I am operating the farm implement?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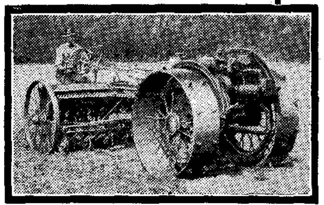
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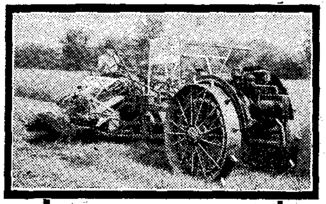
CULTIVATING


[11] HARVESTING

The tractor that answers these and all other farm power problems most practically and profitably is the

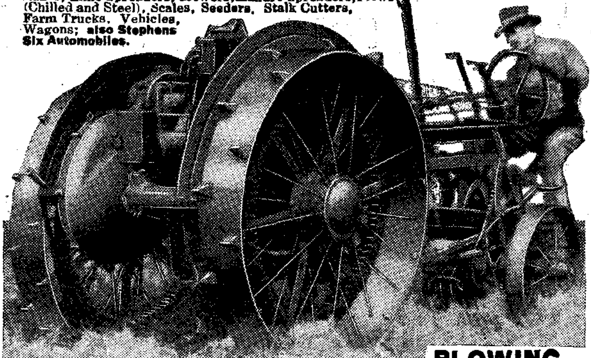
ORIGINAL
MOLINE 2 WHEEL
UNIVERSAL TRACTOR

This is the original Two-Wheel Farm Tractor. It pulls two 14-in. plows; will disc, harrow, plant, CULTIVATE all hill and row crops, pull mower, binder, manure spreader, fill your silo—and do all belt work on the average farm. In fact, it will do anything you can do with horses; do it quicker; easier; and with less hired help. It weighs only 2,800 lbs., but all its weight being on its two wheels—*all its weight is traction weight.* The tool you hitch it to forms the rear wheels and you do not have to pull around a ton of needless weight. It will back up with tools attached easier than a team will back. You can turn around in a small space; get close to the rows and the fences.

Write for Catalog Folder and read how farmers everywhere are solving the power and hired help problems on their farms.

MOLINE PLOW CO., Dept. 63 MOLINE, ILLINOIS

The Moline Line includes: Corn Planters, Cotton Planters, Cultivators, Corn Binders, Grain Binders, Grain Drills, Harrows, Hay Loaders, Hay Rakes, Lime Spreaders, Mowers, Manure Spreaders, Plows (Chilled and Steel), Scales, Seeders, Stalk Cutters, Farm Trucks, Vehicles, Wagons; also Stephens Six Automobiles.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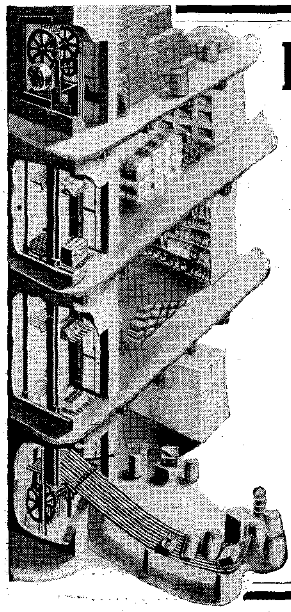


Does Work of Four Elevators

"Profits are in goods delivered, not in orders," says John N. Willys. Ninety per cent of the delays in getting out orders are due to the use of ordinary freight elevators, which cannot be hurried and are apt to be loaded with goods going up just when needed to take some down. Users write us "The

LOWERATOR

does the work of four elevators." It requires no power—no elevator man—gives continuous delivery and speeds up your plant.

Lowerators are used and endorsed by leading concerns in all lines. Cost little to install, practically nothing to operate. Write and find out how little it will cost to install one of these efficient, economical, time- and labor-saving machines in *your* factory or warehouse.

LOWERATOR CO., 246 W. 23rd Street, N. Y.

less "dry" since 1908, we are told, but on May 1, 1916, a new law took effect which provided for restricted individual shipments of liquor into the State from outside. Less than a year passes and the legislature enacts a "bone-dry" law, which becomes operative July 1, 1917, and excludes liquor except for medicinal, mechanical, or sacramental purposes under rigid restrictions. The following comments refer to the workings of prohibition under the present, or 1916, law, whose defective feature is indicated by the Atlanta *Constitution* when it says:

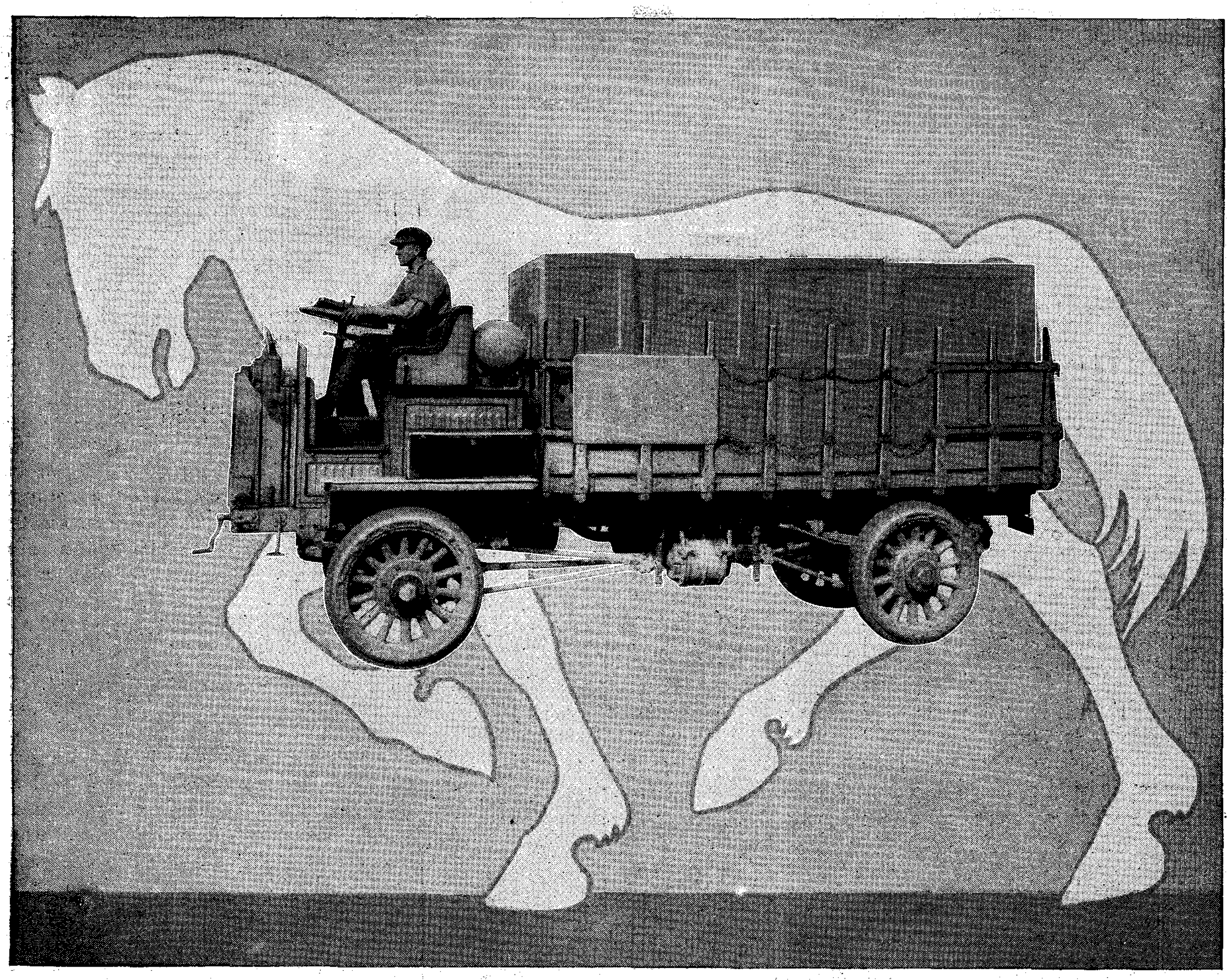
"During last May—the first month of the law's operation—the individual liquor shipments to Atlanta totaled about 5,000. The police court was practically put out of business. Petty cases of 'drunk and disorderly,' numbering usually from 150 to 200 each Monday morning, and largely involving only negroes, dropt to a negligible quantity. Prohibition was 'working' handsomely.

"Then, all of a sudden, the idea seemed to dawn upon a certain element of the people, the negroes especially, that the United States Government would protect them, and that under Federal protection and aid they could get all the liquor desired. Thenceforth, month by month, the number of liquor shipments to Atlanta increased steadily every month, until it reached, last December, the stupendous total of more than 65,000 packages! And the striking thing about it was that the cases of 'drunk and disorderly' in the police court increased correspondingly and in exact ratio.

"The express company had to establish a new depot in the city for the handling of liquor shipments exclusively, and in this depot are five windows through which deliveries are made—four for negroes only, and one for whites!—showing the proportion of patronage!"

The editor of *The Iron Tradesman* (Atlanta) writes that he has been a prohibitionist all his life but "never expected it to bring the millennium." Yet prohibition has done a great deal in Georgia, for the more thoughtful moderate drinkers are rapidly becoming total abstainers. The men who make "blind tigers" possible, and who bring in packages by express, are "*mostly* the more ignorant, and those least able to stand the drain on their resources."

In Savannah, assuredly, the effect of prohibition has been for good, according to *The Press* of that city, which tells us that most of the stores used in the past for the sale of whisky and beer are now employed for other purposes. Women and children are getting more of the money made by the bread-winner of the family, and "the Saturday night cash, which formerly went to the gin-mill, now goes to the grocery man or the shoe man." The saloon has gone from Savannah and Georgia forever, according to this journal, which tells us that "men who work other men say that prohibition has brought prosperity to



Driving Power on All Four

—pulling traction front and rear—every wheel a driving wheel! This four-wheel-drive principle as correctly applied, is responsible for the amazing performance, absolute dependability and extreme economy of

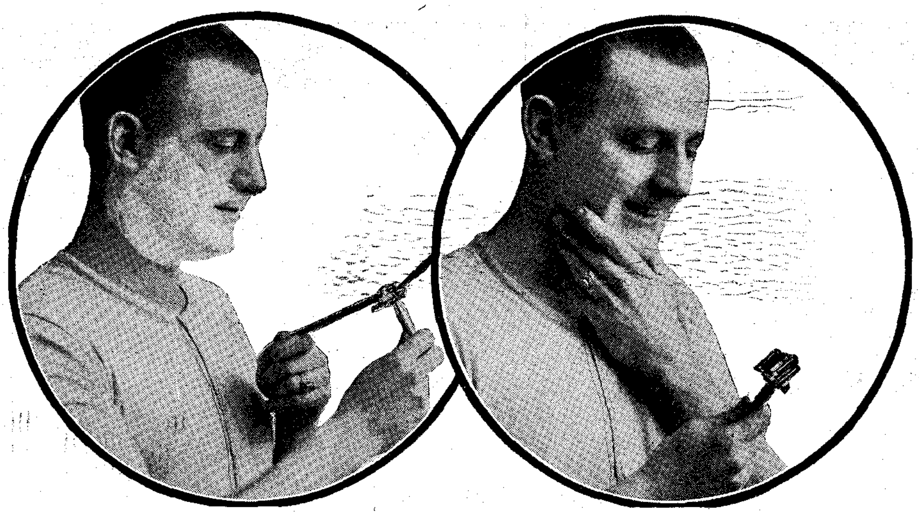
FWD Trucks

Not only will the F-W-D perform any task that any other truck built will perform on ordinary roads or pavement—*and* at somewhat less operating cost, *but also* it will do many things over practically impassable roads, or no road at all—through mud and sand, gravel and broken stone, that no other truck could possibly achieve.

National Governments Own $10,000,000.00 Worth of F-W-D 3-ton Trucks and Are Buying More at the Rate of $700,000.00 a Month.

Write for new booklet, "How F-W-D Made Good"

Four Wheel Drive Auto Company
Department V **Clintonville, Wisconsin**



It's the *Stropped* blade that gives the perfect shave

You men who find shaving just one d—ull blade after another should try the AutoStrop Razor. An AutoStrop Razor blade always has a keen edge—because the AutoStrop Razor sharpens it—sharpens it without taking out the blade or taking the razor apart—sharpens it in less time than it takes to change blades in the razor you are using.

This means more than a saving in blades. It means a saving in time and most of all it means a better, cooler, cleaner shave every day. Do you doubt this? The proof is easy and costs you nothing. Go to your dealer and

Borrow an AutoStrop Safety Razor

Pay nothing—deposit nothing. Try it 30 days. Then decide whether you will keep it or return it. If you cannot borrow the AutoStrop Razor on these terms, write us and we will see that you are supplied.

AutoStrop Safety Razor Co.
345 Fifth Avenue, N. Y.
This offer is also good in Canada.
83 Duke Street, *Toronto*

AutoStrop Safety Razor

AutoStrop
SAFETY
RAZOR

"If I Were Twenty-one Again"

Read what Dr. JAMES L. GORDON, of Washington, D. C., has to say on this subject in THE HOMILETIC REVIEW for June. 30 cents a copy—$3.00 a year.
FUNK & WAGNALLS COMPANY, - New York

TENNIS PLAYERS Perfect Your Game by studying the principles laid down in *Modern Tennis* by P. A. Vaile, the International Tennis Authority. He deals in detail with every branch of the game—all the strokes, footwork, grip of the racket, singles and doubles, etc., etc. With 34 diagrams and 48 full-page photograph-plates of McLoughlin, Brookes, Williams, Wilding, etc., in action. Cloth bound, $2.00; by mail, $2.16.
FUNK & WAGNALLS COMPANY, New York

THE STANDARD DICTIONARY is needed in every American home where education and culture are truly esteemed.

Don't Experiment with Water Supply Systems

A water supply system is an investment for a lifetime. Don't experiment with inferior systems. Your country home can have all the conveniences of the finest city residence—electric light, sewage disposal—with a

KEWANEE SYSTEM

Enthusiastically endorsed by over 22,000 satisfied users. Write for Free Bulletin telling about Kewanee Special Features.

KEWANEE PRIVATE UTILITIES CO.
404 Franklin Street
Kewanee, Ill.

many families that knew only poverty before."

The Macon *Telegraph* is a stout supporter of the "bone-dry" law because under the 1916 law the individual might have shipped to him two quarts of whisky, or a gallon of wine, or five gallons of beer, per month. He can not get them all in one month, but must make a choice. While Georgia has had prohibition "of a sort" since 1907, it has never been effective except under the present statute. But this two-quart law, according to *The Telegraph*, has already established itself as "an essentially vicious and evil thing." We are told that numerous small incorporated towns have joined with the express companies to implore the Railroad Commission to abolish the local express-office because "under the two-quart law drinking among negroes and irresponsible whites has reached a volume that was not even dreamed of during the old open-sale days in Georgia."

The Athens *Herald* claims that, notwithstanding the liberty possest by the drinking element of securing alcoholic beverages in limited quantities from other States, progress toward absolute prohibition has been steady, and it predicted what has come to pass, namely, that Georgia would soon be in the "bone-dry" class. The Rome *Tribune-Herald* says that Georgia's prohibition laws in the past have been ineffective because of the importation of alcoholic beverages from the outside and because of the "blind tigers," which furnish a quality of intoxicants "not only inferior, but in many cases rank poison." The Americus *Times Recorder* contends that every prohibition law which Georgia has had has bettered conditions, "from the early days when liquor was sold at every crossroads." The Cordele *Dispatch* says Georgia has now no killings, no accidents, no mishaps due to excessive drink. It still has them, but not nearly so many, and while a far larger quantity of alcoholic beverages is being shipped into the State than was foreseen, far less is used than in the days of the open saloon. Now the wonder is what will happen when the shipments are excluded. It looks on the surface as if the drink question would be solved then, but this is not true, according to *The Dispatch*, which adds:

> "The drink habit is not going by enforcement until more people believe it is wrong to drink. It dies faster through sincere work of uplift, education, refinement, and culture. So long as a fairly large number of individual citizens want it, liquor will continue to come to Georgia. If those who want prohibition are in the majority (and we believe they are), individual self-respect among those who still drink should be sought. With that element enforced temperance does not fit at all. The 'auto route' promises to become popular with the 'tiger' operator after legal shipments are excluded."

KOEHLER

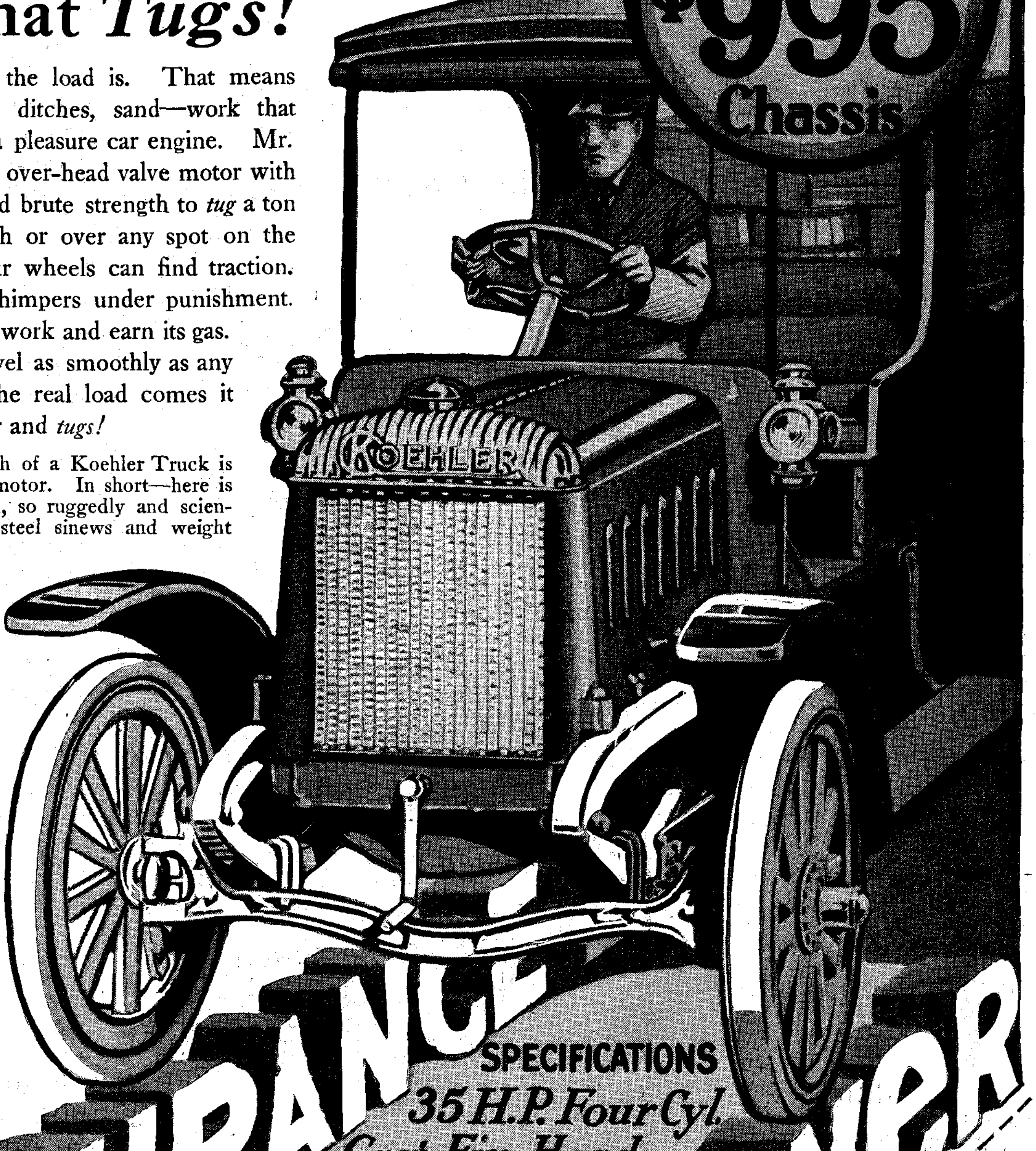
EST. 1895

TRADE MARK

1¼ TON
$995
Chassis

Power that *Tugs!*

A truck must go where the load is. That means gutted roads, mud holes, ditches, sand—work that would break the heart of a pleasure car engine. Mr. Koehler has produced an over-head valve motor with the stamina, endurance and brute strength to *tug* a ton and a quarter up, through or over any spot on the earth's surface where four wheels can find traction. It's a motor that never whimpers under punishment. It's in there to do a day's work and earn its gas. It hums along on the level as smoothly as any pleasure car but when the real load comes it just leans against the collar and *tugs!*



Every ounce—every cubic inch of a Koehler Truck is built to stay with this great motor. In short—here is a truck so powerfully engined, so ruggedly and scientifically built, so generous in steel sinews and weight of metal that it will endure many years of rough-and-ready, racking, straining, jolting *work*. It's the lowest priced, by several hundred dollars, of any truck on the market of equal performance. It will do more work per dollar of up keep cost. It charges off less for depreciation. It is the final answer of the trucking problem—in the city or on the farm.

Ask for all the facts. Our catalog explains the Koehler technically. It tells how the Koehler over-head valve motor creates its flexible, tremendous power. This catalog will save you several hundred dollars and lead you to the squarest, most economical and enduring truck that has yet been produced.

H. J. Koehler Motors Corporation
157 Ogden Street
Newark
New Jersey

ENDURANCE

SPECIFICATIONS
35 H.P. Four Cyl.
Cast Fin-Head
Radiator (Built up Type)
129-inch Wheel Base
Selective Sliding
Transmission,
OVERHEAD VALVES
TORBENSEN INTERNAL
GEAR REAR AXLE

POWER

H. J. Koehler Motors Corporation

Send me your Catalog on Koehler Trucks.

Name ....

Street No. ....

City and State ....

RUSH

The Only Light Delivery Car with the Counterbalanced Crankshaft Motor

The RUSH was the first light truck with electric starting and lighting. It was the first to build a rear axle especially designed for half ton work. It was the first to furnish shock absorbers as standard equipment. It was the first to have a flexible frame and fine steel spring suspension. It was the first to adopt the dry plate clutch and ample cooling—the first light commercial car built that stood up to the gruelling test of time.

And now the Counterbalanced Crankshaft

30% More Power—100% More Flexibility—The Practical Elimination of Vibration

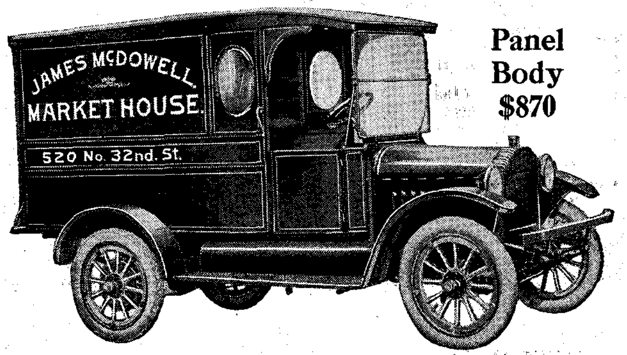
Counterbalanced crankshaft absorbs vibration by its own momentum. Think what that means in a delivery car that carries ½ ton of fragile dead weight! The average motor must resist a full ton of unbalanced power, uncontrolled distortion tearing and grinding at every moving part.

The counterbalanced crankshaft eliminates this racking vibration, reduces friction to a minimum—delivers steady, velvety power all the time. It does the same job in a gas engine that the counterbalancing weight on the drive wheel does for a locomotive—steadies every power impulse, does away with all jerking.

It remained for RUSH engineers to adopt this miraculous power principle in the new RUSH motor, doing away with the necessity for multi-cylinders and overlapping power impulses.

You can throttle the RUSH down to three miles an hour on high in traffic or you can take the worst hill with never a knock or a jerk. You have stupendous power hooked up with silken flexibility. You have prolonged life and marvelous economy in gas and oil consumption.

Write for our booklet "Delivery Economy."



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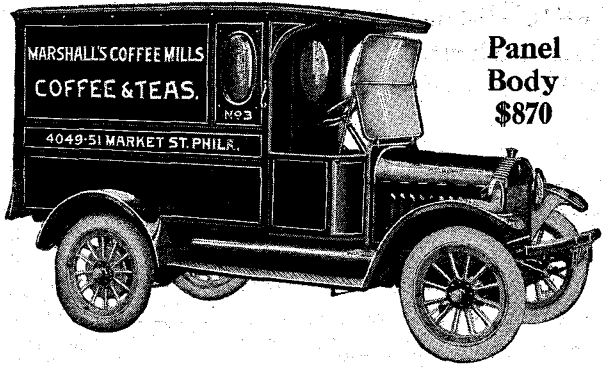
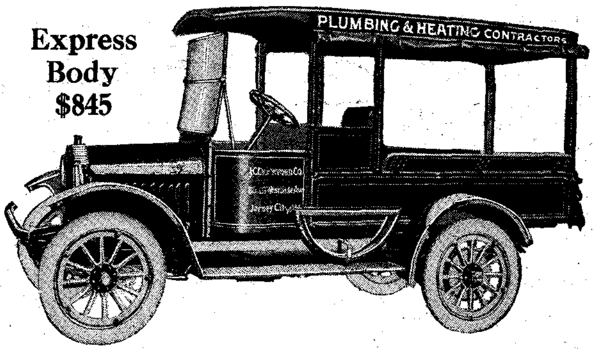


Panel Body $870

Express Body $845



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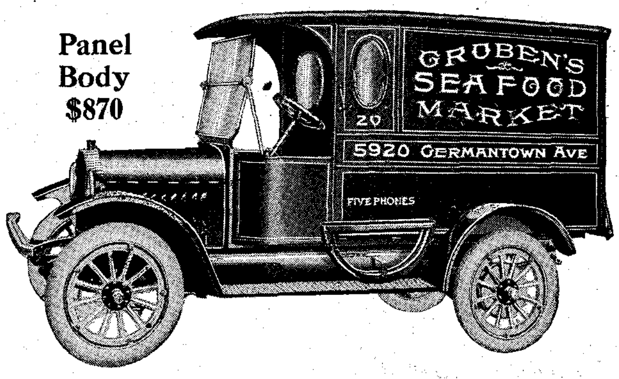


"The Most for the Money in America"

RUSH MOTOR TRUCK CO., Philadelphia

The Waycross *Journal-Herald* says that in its observation the present Georgia "dry" laws are more generally accepted as being successful "than any similar laws that this State or any other State has ever had." It claims even that thousands of so-called local optionists in Georgia have been so imprest that they are openly advocating laws so rigid that liquor "can neither be advertised, sold, nor shipped" into the State.

The Lagrange *Reporter* notes the statement of a contemporary that the people of Georgia are spending about $7,000,000 yearly for whisky and its comment that this "doesn't sound much like prohibition." But *The Reporter* retorts that "to the man who has been accustomed to as many quarts as he craved, we imagine two quarts per month seems pretty much like prohibition."

OKLAHOMA (1908)

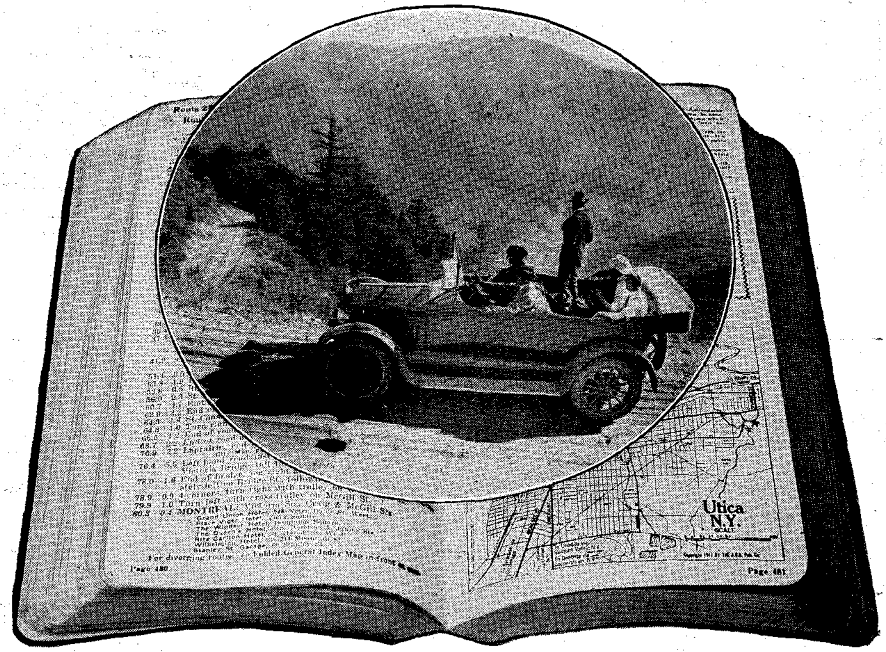
In Oklahoma the Tulsa *World* believes that prohibition has not only "fallen far short of its good intent," but has "absolutely created new and more puzzling problems in the stead of those it hoped to solve." The only triumph prohibitionists can claim, we are told, is the abolition of the licensed saloon, which had become so great an evil that even those who would tolerate moderate indulgence were tired of it. The saloon is gone and instead we have the "blind tiger" and the bootlegger, "two of the most detestable and thoroughly bad institutions the world has ever seen." The irony of the new condition is that the new evils are not amenable to regulation, are outlaws from start to finish, yet because of popular demand they remain and flourish "in spite of police activity and religious crusades."

The Hugo *Husonian* notes that the query about prohibition in Oklahoma "comes from way down East," which makes it necessary first of all to explain that citizens of Hugo, because the city's location is in what was once Indian Territory, have never known what it is to "walk up to a bar in their home town and request the gentleman in white to 'draw two.'" Prior to the days of Statehood, this journal says emphatically, prohibition was certainly not a success and since then the State has been "dry" in varying degrees—"varying" because of the biennial change of law-enforcement officers.

The Bartlesville *Enterprise* says: "'Thou shalt not' never stopt a crime, but 'Thou shalt not' plus education will eventually reduce the liquor-traffic in eastern Oklahoma to the minimum."

The Vinita *Leader* is much more optimistic than some of the foregoing papers, and its editor writes that "every time the State votes on the question the majority favoring prohibition increases," for Oklahoma is dry "for keeps." Again we hear from the Ada *News* that

The New 1917
AUTOMOBILE BLUE BOOK
Opens Up a New World



Four hundred thousand miles of the best motor roads in the country have been charted and described for you in detail in the New 1917 Automobile Blue Book, for sixteen years the standard road guide of America.

The open country is calling. It's good to be out-of-doors and in the car. The Automobile Blue Book will take you to new places which the crowd has not yet discovered. It will unfold a new world to you, right near your home or anywhere in the United States. It will tell you of fine roads, beautiful spots, quaint places that you never knew existed. On every trip—whether it's only an hour's run or one covering several months—it will guide you every mile of the way—in comfort and with confidence and safety.

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Free membership in the Blue Book Touring Club, with valuable privileges and *free* personal touring service, with every copy of the new 1917 Automobile Blue Book.

Every volume averages 1000 pages, printed clearly on a good quality of India paper, with hundreds of maps and illustrations, bound in genuine Royal Blue limp leather, stamped in gold.

Drive in comfort on good roads and save money in gasoline, tires, wear and tear on your car. The New 1917 Automobile Blue Book will make you independent of signs or passers by.

Last year's edition was oversold by thousands of volumes.
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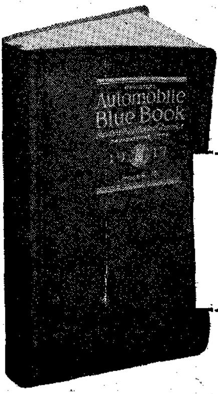

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At bookstores, department stores, auto supply stores, the better class garages and hotel news-stands. If there is no dealer near you or you have any difficulty in getting a copy, pin remittance to this coupon and mail it direct to us. We will see that you are promptly supplied, delivery prepaid.

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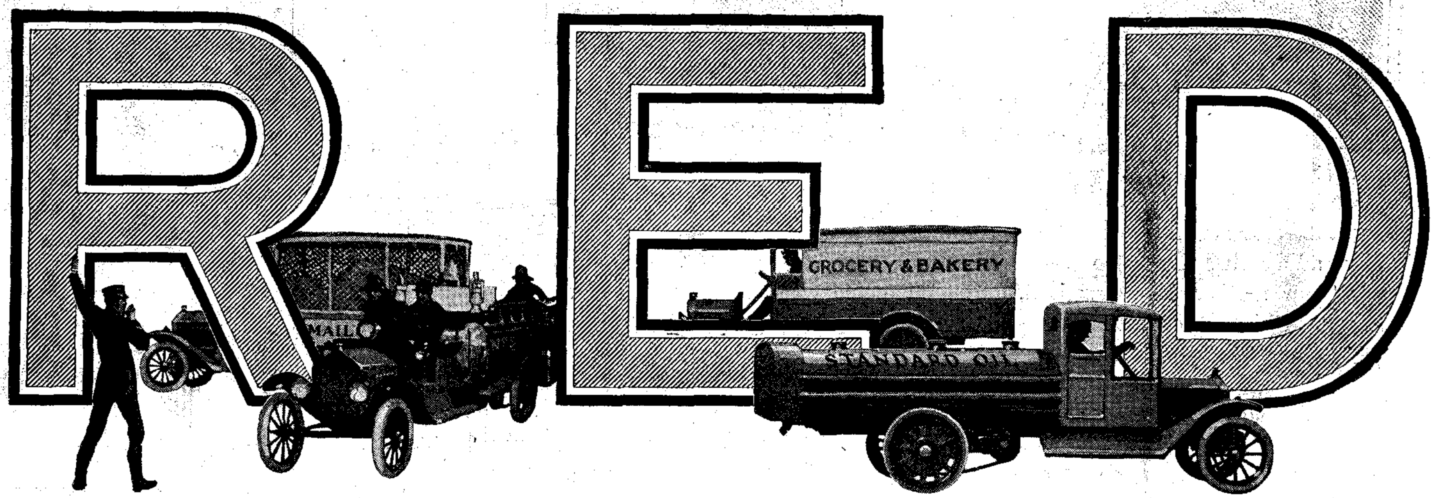


Licensed Under Cook Patents, Which Are Basic and Dominating

REDDEN TRUCK-MAKER
$350 AND A FORD (NEW OR USED)—

Merchants, manufacturers, farmers—you need this big, sturdy money-saver. It does four times the work of horses at one-half the cost of ordinary trucks.

What Is the Redden?

The Redden Truck-Maker converts your pleasure car chassis into an efficient, guaranteed 1-ton truck. It slides over and bolts through the Ford frame, reinforcing it and transferring the load to the truck frame, wheels and axle.

The Ford rear axle becomes a jackshaft. The powerful Ford motor, geared down, fits heavy duty perfectly. Front axle and parts have less strain than in pleasure car service. The truck wheels and axle carry 90 per cent of the load and a body with 9 or 10 feet of loading space.

Wherever a Redden Truck-Maker replaces horses it *stamps out hauling waste* and adds speed, range and efficiency to cartage service. The saving is particularly great at the present prices of hay and corn.

A Superior Truck-Maker

The Redden Truck-Maker is the only attachment with a channel steel frame which laps solidly over the Ford frame, reinforcing it throughout and avoiding all weaving and twisting of body.

It has larger wheels, heavier springs and spring hangers, heavier axle, hub flanges, radius rods and sprockets—stronger at every single point where strain can come. The tires, for instance, are 34 x 3½ inches—ample and all-sufficient.

Many parts of the Redden Truck-Maker equal those used on trucks costing five times as much.

Extra Value—at No Greater Price

Strong financial interests connected with the Redden Motor Truck Company operate rolling mills, forge, gear and axle plants. The Redden Truck-Maker is essentially *manufactured* in these plants and *not* assembled.

So all of the large profits, which are paid to parts-makers when an assembled truck is built, are saved on the Redden Truck-Maker and put back into extra strength and into exclusive features which insures greater service.

Thus the Redden, though better, nevertheless is sold at the standard low price, $350, F. O. B. Factory.

Let the Redden Truck-Maker Save for You

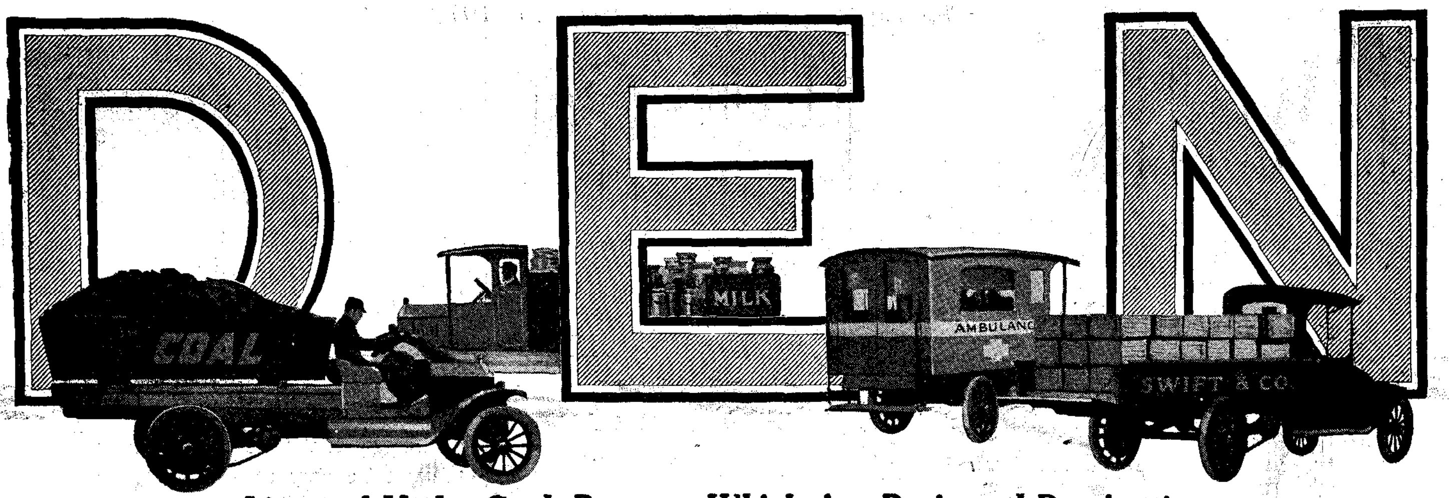
Thousands of Redden Truck-Makers in use the world over prove that their extra quality is a great money saver.

Users claim they can't wear out. Upkeep and operation expense average half that of the ordinary ton truck.

Why not share in this cost-reducing efficiency?

Figure your horse cost. Compare it with the cost of operating the Redden Truck-Maker. See how much money you will save while increasing your business and profits. Save money—modernize your business.

REDDEN MOTOR TRUCK CO., Inc.
Factory: Jackson, Michigan
Sales Offices: 1440 Michigan Avenue, Chicago



Licensed Under Cook Patents, Which Are Basic and Dominating

—MAKES A GUARANTEED ONE-TON TRUCK

Backed by Large Resources

With motor trucks, more than any other type of vehicle, the resources of the maker are of vast importance.

We offer an attachment so good that it needs no guarantee—yet backed by our great financial responsibility.

By permission we refer you to these banks:

Liberty National Bank, New York
Union National Bank, Jackson, Mich.
Fort Dearborn National Bank, Chicago
Drovers' National Bank, Chicago
First National Bank, Omaha, Neb.

The extra strong, oversize parts throughout the Redden Truck-Maker were designed and built to give the user the sturdiest truck-maker on the market and to give the dealer a product he could honestly recommend.

The illustration gives some idea of the superior strength of the Redden Truck-Maker. But you should see it and note its massive strength and sturdiness.

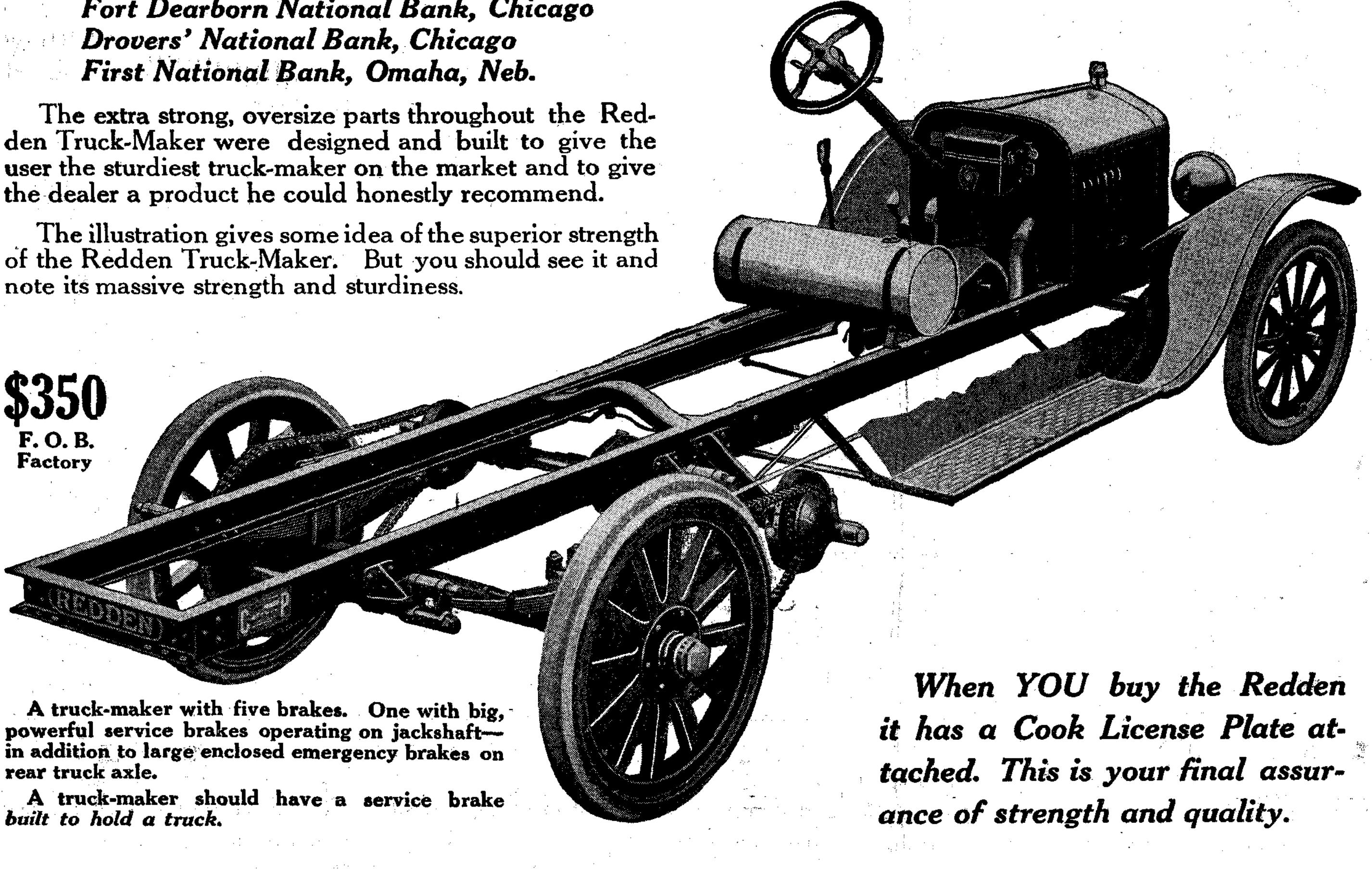
If no dealer has yet been appointed in your town to sell Redden Truck-Makers, write us direct.

REDDEN MOTOR TRUCK CO., Inc.
Factory: Jackson, Michigan
Sales Offices: 1440 Michigan Avenue, Chicago

TO DEALERS:

The Redden Truck-Maker is in demand in all kinds of business—for merchant, manufacturer, farmer. We want live dealers in all open territory. Write or wire for money-making proposition.

$350
F. O. B.
Factory



A truck-maker with five brakes. One with big, powerful service brakes operating on jackshaft—in addition to large enclosed emergency brakes on rear truck axle.

A truck-maker should have a service brake *built to hold a truck.*

When YOU buy the Redden it has a Cook License Plate attached. This is your final assurance of strength and quality.

PAINT is to wood what armor-plate is to a battleship. Paint resists weather and decay just as armor resists shot and shell.

Good paint is made from a combination of metals, just as good armor-plate is. Steel alone will not make good armor. You must add nickel. A combination of lead and zinc makes the best paint.

New Jersey
zinc
in paint

makes paint stronger, tougher, more elastic, and more durable. Zinc and lead combined sink into the wood deeper than lead alone. Zinc produces a paint film that will not crack, crumble, peel or blister. Zinc improves the appearance of paint and gives it a finer, smoother finish. Zinc, in a word, makes paint last longer and look better while it lasts.

This is the way to make sure of getting enough Zinc in your paint:—

If you are going to use a prepared paint, send for our list of reliable *Manufacturers of Good Zinc Paints.*

If you want your painter to mix his own paints, send for our list of reliable *Manufacturers of Good Zinc-in-Oil.*

If you want to know the best zinc mixture for any ordinary painting job, send for our indexed booklet, *Zinc-in-Paint.* It is full of helpful information that will interest any property owner. All are yours for the asking.

THE NEW JERSEY ZINC COMPANY
Room 416, 55 Wall Street, New York
ESTABLISHED 1848

Branch: Mineral Point Zinc Co., 1111 Marquette Building, Chicago

prohibition is a success at least in the southern part of the State, where this town lies.

The Chickasha *Express* confesses that at the outset, when State-wide prohibition was adopted, it gravely doubted the advisability of it altho this journal believed liquor to be a distinct social evil which should be reduced to a minimum by law. Local option seemed the better plan, but after watching the workings of the "dry" law for about ten years *The Express* is convinced that its "former fears were unfounded and that prohibition by State law offers the most effective means of combating the 'red demon.'" Formerly the worst enemy to prohibition, according to *The Baptist Worker* (Granite), was the Oklahoma *Daily Oklahoman*, which it calls the "leading publication" of the State. But that time is passed, and this religious weekly is now "glad to welcome this great paper into the prohibition ranks"

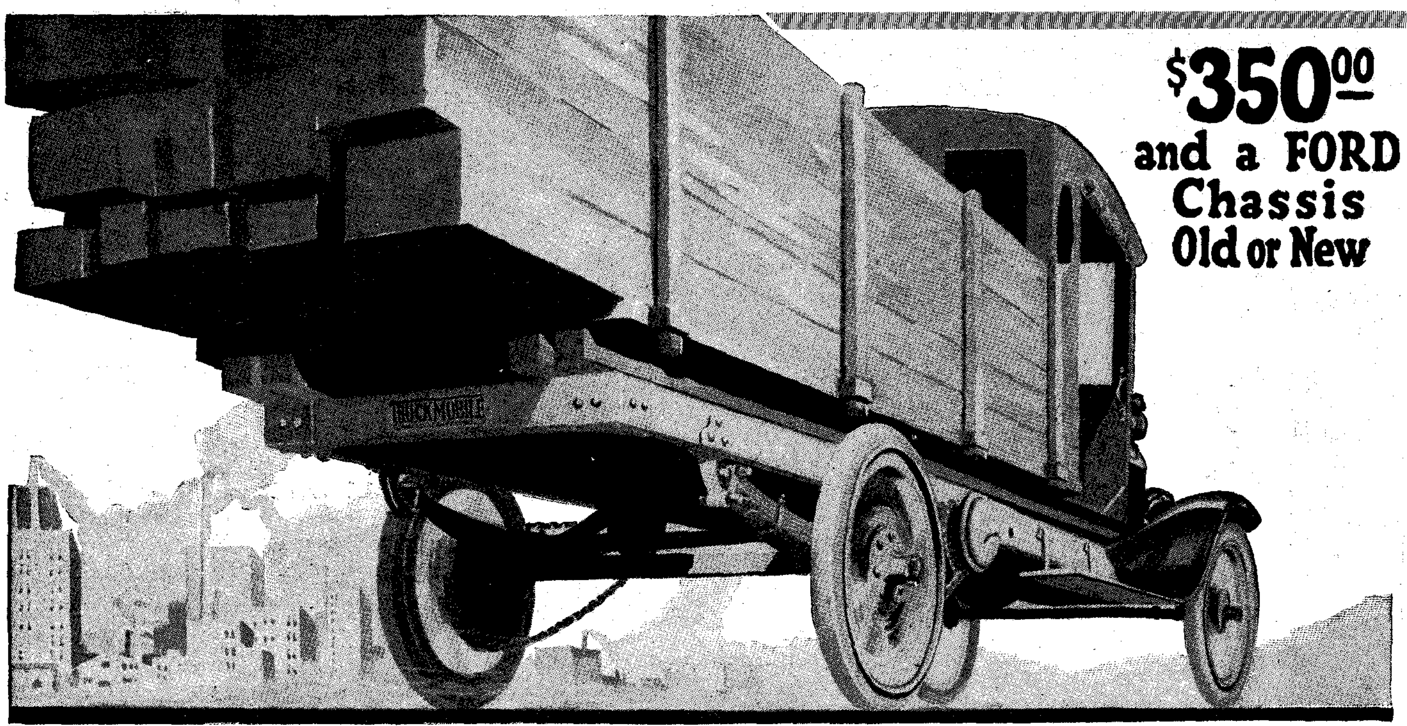
MISSISSIPPI (1909)

In Mississippi, where prohibition became effective in 1909, the Meridian *Star* points out that from a movement to close the saloon prohibition has grown into a movement to stop absolutely the use of spirituous and malt liquor by the individual. Whether this can be done by a nation-wide prohibition law is an open question, according to this journal, which adds that certainly it has been proved beyond doubt that it can not be done by State legislation. The editor of *The Star* has lived in several States where prohibition laws are in force and in none of them, not even in Kansas, was it impossible to obtain either spirituous or malt liquor, and he goes on to say:

> "When nation-wide prohibition has become a fact, as we believe it will within a few years at most, it need surprize no one if, at the outset, there will be a noticeable indifference to its enforcement, and that amendments to the law will have to be enacted, just as has been done by the States, before public sentiment is sufficiently aroused to make its enforcement possible."

The Grenada *Sentinel* is firm in its conviction that prohibition is a success, for those places that once vote the saloon out never vote it back. Mississippi would not turn back if she could and she could not if she would. *The Issue* (Jackson) also recalls that under the saloon régime "liquor largely controlled politics," but when the saloons were driven out the political regeneration of Mississippi followed swiftly, and "to-day it is the cleanest politically of any State in the Union."

The Clarksdale *Register* says the State is to-day in the most prosperous era of its history and that prosperity was brought about despite the efforts of legalized and unlegalized liquor-traffic. It confidently expects that Mississippi will eventually become "bone dry" and "join the ever-widening throng of white-ribbon wearers.



$350.00 and a FORD Chassis Old or New

TRUCKMOBILE

Just as the truck attachment is the evolution of the truck idea, so the TRUCKMOBILE represents the truck attachment idea brought to its highest degree of efficiency. The TRUCKMOBILE is scientifically designed and built by real Engineers and—down to the smallest detail—it meets every requirement to make it

"Biggest of them all!"

Compare the TRUCKMOBILE with other truck attachments. Note these big points of superiority—only a few of many:

Widest of them all—The extra width gives added stability and sturdiness and eliminates the side-sway so fatal to bearings.

Longest of them all—Its greater wheel-base—133 inches—permits a greater loading capacity and makes the TRUCKMOBILE the easiest steering of them all.

Strongest of them all—Massively, though simply, constructed to give the highest degree of service under all conditions and with the least expense for upkeep and repairs.

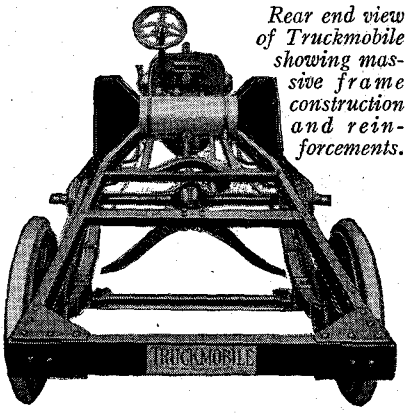
Simplest of them all—Fewer parts and less time spent in attaching to Ford chassis. No cutting of Ford axle or rear housing necessary.

Take it point for point the TRUCKMOBILE stands out Biggest in Performance, Biggest in Value, "Biggest of them all!"

A 1½ Ton Truck for Every Purpose

No matter what your needs the TRUCKMOBILE will fill them. Farmers, grocers, lumbermen, expressmen, laundrymen, furniture dealers, coal dealers, every man, will find the TRUCKMOBILE the most economical, most efficient and most reliable. One TRUCKMOBILE will do the work of three single horse teams or two double horse teams—in half the time and at half the expense. Your trading radius—and consequently your profits—will be more than doubled.

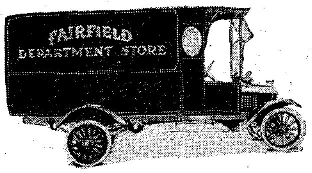
Commercial Truckmobile Co.
E. F. Kirchberger, Pres.
Dept. 100, 1720 S. Michigan Avenue, Chicago, Ill.

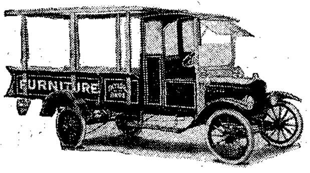


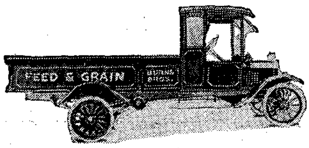
Rear end view of Truckmobile showing massive frame construction and reinforcements.

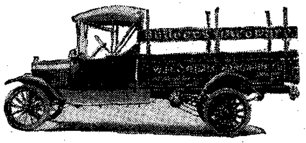
Write for FREE BOOK

Just put your name and address on a post card and we will send you our book "Making Pennies Deliver Tons." It will tell you WHY the TRUCKMOBILE is the "Biggest of them all!" Write today.









You Can Take Hills on High Without A Knock

If you will keep your motor free from carbon. That knocking in your engine—the difficulty you have climbing hills—poor pick-up—lack of power—noisy motor—pre-ignition—in fact, 80% of engine trouble is caused by carbon. Clean it out with

JOHNSON'S CARBON REMOVER

and your engine will run like it did the first 500 miles—quietly and full of "pep". Your gasoline consumption will drop from 12% to 25% and your car will show a tremendous increase in power.

You Can Do It Yourself

For 25c—five minutes—and no labor you, yourself, can remove all carbon deposits. Simply pour an ounce of Johnson's Guaranteed Carbon Remover into each cylinder—allow it to remain 2 to 12 hours, then drive the car 10 or 15 miles.

Use It Every 1,000 Miles

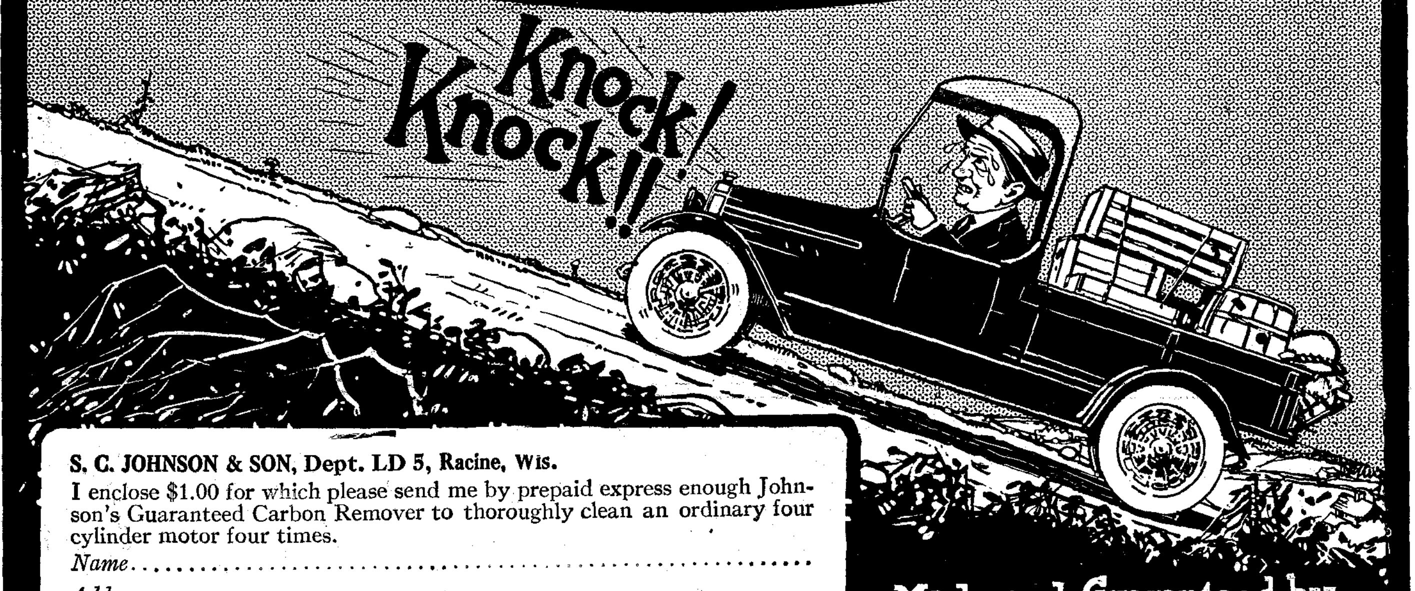
If you will use Johnson's Guaranteed Carbon Remover at regular intervals, giving carbon no chance to accumulate you will automatically eliminate most valve trouble and your engine will always be at its highest efficiency.

Gasoline engines of all kinds should be given an occasional dose of Johnson's Guaranteed Carbon Remover—the engine laxative. It will increase the efficiency of all

Trucks ***Automobiles*** ***Aeroplanes***
Tractors ***Motorcycles*** ***Motorboats***

If your dealer cannot supply you with Johnson's Carbon Remover use attached coupon.

Write for our folder on Keeping Your Car Young—it's free.


Knock Knock!!

S. C. JOHNSON & SON, Dept. LD 5, Racine, Wis.
I enclose $1.00 for which please send me by prepaid express enough Johnson's Guaranteed Carbon Remover to thoroughly clean an ordinary four cylinder motor four times.

Name..
Address..
City and State..
My Dealer is..

Made and Guaranteed by
S.C. JOHNSON & SON
Racine, Wisconsin, U.S.A.

The Laurel *Leader* thinks the day of the open saloon has long since passed and it now hopes to see the whole liquor problem settled in Mississippi by the passing of an air-tight law prohibiting the shipment of liquor into the State. Noting the remark of the Atlanta *Constitution* that the Webb-Kenyon Law decision gives Georgia and every other State that really wants it prohibition in fact as well as in pretense, the Vicksburg *Herald* observes that this is a matter yet to be proved, and so far as the proof goes "it is an established and automatic rule that the more drastic the law which crosses the human appetite the greater the resistance and violation it will encounter." This is not meant as a contradiction of the claim of reduced indulgence through the restricted-amount law, this journal goes on to say, but that does not tell the whole story. There are offsets to the vice of prohibition—false pretense, and hypocrisy, and the resort to substitutes by drinkers—of which the public is little informed.

NORTH CAROLINA (1909)

In North Carolina, which has had prohibition since 1909, the Winston-Salem *Journal* says that it has been a wonderful success and recalls that shortly before he withdrew from office ex-Governor Craig issued a statement in which he summarized most admirably the effects of the movement in North Carolina. Noting that prohibition was adopted by an overwhelming majority, he exprest the opinion that if submitted to the people again the majority would be much larger than it was in 1908, for in his opinion the opposition had largely disappeared because the benefits of the law have been demonstrated. Governor Craig proved that since prohibition took effect the enrolment and attendance of the public schools have increased more than 21 per cent. and the school fund of the State has increased more than 85 per cent. The capital stock of the State-charter banks has increased more than 50 per cent. and their deposits have increased more than 100 per cent. The stocks of building and loan associations have advanced in value more than 250 per cent. Agriculture and manufactures, according to the Governor, have kept pace with the general development, and North Carolina never has enjoyed such an era of prosperity.

The Charlotte *News* speaks of prohibition as "a relative success," for no reform sweeps away all the elements of evil at which it aims, but prohibition has perhaps come nearer to accomplishing its task than any other great moral movement inaugurated in the history of the country. It has been a greater success than its most sanguine promoters could have hoped to achieve in so short a time, according to this journal, which tells us

Mark Twain Was A Great Pilot!

Fifty years ago he knew every sand bar and danger mark in that ever-changing Mississippi river. His *accurate* knowledge insured a safe, pleasant journey for his passengers.

But today you wouldn't ride with a pilot who steered according to Mark Twain's landmarks. The pilot of today must know the river channel as it is *now*.

The same is true of tires. You want tires built on the *accurate, scientific knowledge of today.*

Miller Tires

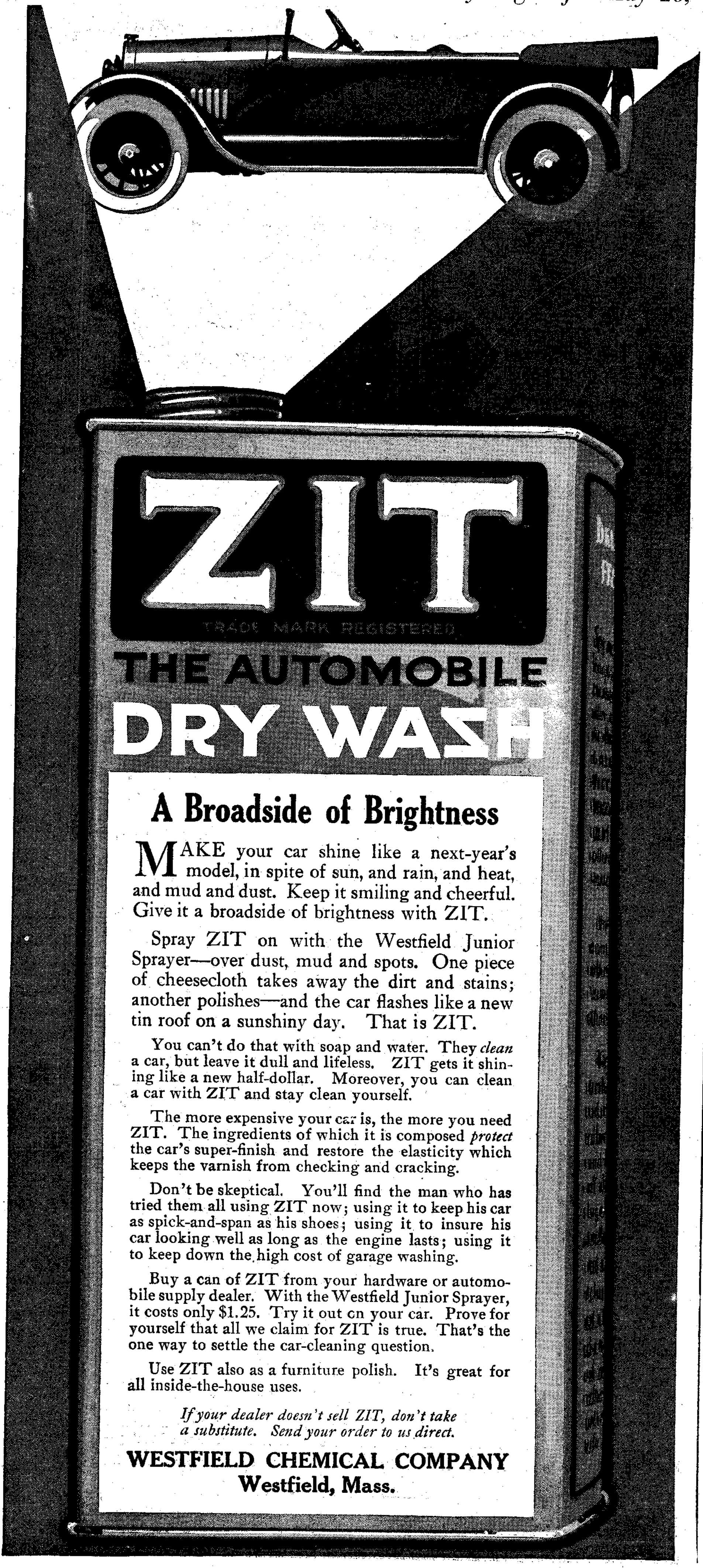
GEARED-TO-THE-ROAD

The Miller Method of vulcanizing is a modern development that retains the natural vegetable wax and oil in the fabric; builds rugged endurance and safety into the rubber tread. But even this modern process is charted daily by experienced Miller engineers and chemists—men recognized as dependable tire pilots. That's why Miller Tire users don't have mishaps but get excessive mileage and carefree service. You demand an up-to-date car. Demand a tire of today—a Miller Tire.

For sale by Geared-to-the-Road Distributors and Dealers everywhere

THE MILLER RUBBER COMPANY, AKRON, U. S. A.

SPECIAL OFFER—We are the largest manufacturers of toy balloons in the world. Send 50 cents for the new Airoplay Outfit—a big package of balloons. Fun for everybody—children or grown-ups. Address Dept. H.



A Broadside of Brightness

MAKE your car shine like a next-year's model, in spite of sun, and rain, and heat, and mud and dust. Keep it smiling and cheerful. Give it a broadside of brightness with ZIT.

Spray ZIT on with the Westfield Junior Sprayer—over dust, mud and spots. One piece of cheesecloth takes away the dirt and stains; another polishes—and the car flashes like a new tin roof on a sunshiny day. That is ZIT.

You can't do that with soap and water. They *clean* a car, but leave it dull and lifeless. ZIT gets it shining like a new half-dollar. Moreover, you can clean a car with ZIT and stay clean yourself.

The more expensive your car is, the more you need ZIT. The ingredients of which it is composed *protect* the car's super-finish and restore the elasticity which keeps the varnish from checking and cracking.

Don't be skeptical. You'll find the man who has tried them all using ZIT now; using it to keep his car as spick-and-span as his shoes; using it to insure his car looking well as long as the engine lasts; using it to keep down the high cost of garage washing.

Buy a can of ZIT from your hardware or automobile supply dealer. With the Westfield Junior Sprayer, it costs only $1.25. Try it out on your car. Prove for yourself that all we claim for ZIT is true. That's the one way to settle the car-cleaning question.

Use ZIT also as a furniture polish. It's great for all inside-the-house uses.

If your dealer doesn't sell ZIT, don't take a substitute. Send your order to us direct.

**WESTFIELD CHEMICAL COMPANY
Westfield, Mass.**

that the situation is getting better every day.

If there is among the readers of The Literary Digest any one who still doubts the efficacy of the prohibition laws in North Carolina, suggests the Charlotte *Observer*, let him come down into the State and look about in search of a drink. He may find it, he may find several, but this journal adds:

> "One drink of the stuff he might get would be sufficient, and, taking into account the trouble involved in having secured that drink, he would no doubt feel inclined to admit without further argument that if prohibition does not prohibit, it makes a situation so troublesome that it is better to go without the drink and forget it."

The Raleigh *Times*, in answering the question as to whether prohibition is a success in North Carolina, thinks it necessary in the first place to point out that it is a mistaken assumption that "prohibition exists in the State," yet it adds:

> "As to the effects of the system of regulation which we call 'prohibition,' it is undoubtedly true that it has caused a decrease in the consumption of alcoholic beverages, chiefly as the doing away with the saloons and dispensaries has operated to prevent the education of the young in the use of intoxicants."

The editor of the New Bern *Sun* says that his observation of the workings of the prohibition law proves that crime has greatly decreased and conditions are in every way better. He regards the prohibition movement as a complete success, and, tho he never voted the Prohibition ticket, would not hesitate to do so if the question were put up again to be voted on. The Fayetteville *Observer* claims that prohibition has prohibited as much as most other laws, for all laws are violated, and this journal calls attention to the fact that before prohibition there were about fifteen saloons for a city population of 10,000. The drinking conditions were very bad, and on unusual occasions many men were drunk on the streets, but now even a circus or a fair does not produce much disorderly conduct due to drink.

Prohibition pays, says the Lexington *Dispatch*, and every demonstration of its value has deepened the sentiment for still more strenuous legislation, and the proof of its success is in the marvelous industrial growth of the State during recent years and the fact that North Carolinians are "a happier, sober, more ambitious people, freer to work for State building without the discouraging presence of liquor, destroyer of mind and body."

The Presbyterian Standard (Charlotte) confesses that years ago, when prohibition was first discust, it seemed, however advisable in theory, not possible in practise because what men so earnestly crave no law could prevent their having, and this religious weekly goes on to say:

QUALITY TRUCKS
Stewart
QUANTITY PRICES

In 5 years no Stewart has ever worn out

1912
1913
1914
1915
1916

Of the thousands of Stewarts all over the world, every one still gives a steady service. Stewarts are built to last 10 years. The first Stewart built in 1912 still saves money for its owner. That is why the last 12 months showed a million dollar increase in the demand for Stewarts.

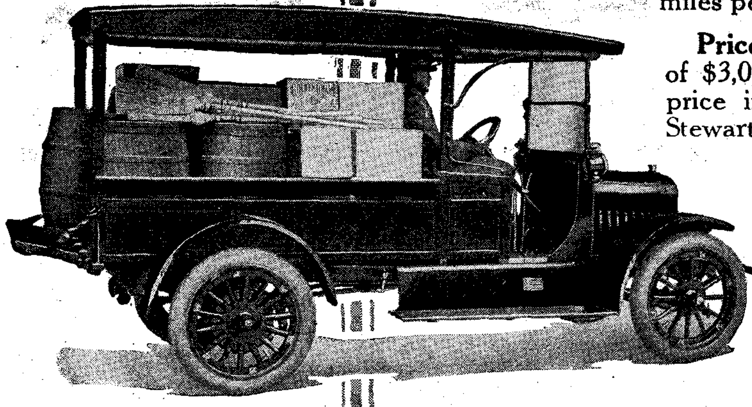
Economical?—For one year, our factory sales of repair parts for all Stewarts averaged $1.52 each.

Gas?—Many owners report an average of 20 miles per gallon on 1500 lb. Stewarts.

Tires?—One firm, with over 30 Stewarts, averages over 7000 miles per tire.

1500 lb. Chassis
(Loading space 7 ft. long by 45 inches wide)

$795



Price?—Quantity production—the purchase of $3,000,000 of raw material (in advance of price increases) that is why you can buy Stewarts at many dollars under average prices. "Quality trucks at quantity prices" is our plan.

Terms?—Many Stewart dealers will sell you a $795 Stewart at $261 down and $1.85 per day. Thus, a Stewart costs you no more than if you paid spot cash and bought the insurance on the truck yourself.

The four Stewart triumphs

1500 lb. $795 **1 ton $1390** **1½ ton $1585** **2 ton $1975**

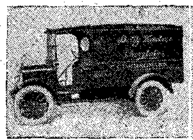
Open express bodies $75 to $150 extra **Steel panel bodies $125 to $200 extra**

Some of the 200 Cities Where You Will Find Stewart Sales and Service Stations

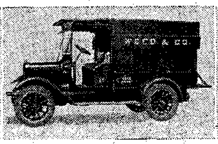
Akron, Ohio
Albany, N. Y.
Allentown, Pa.
Baltimore, Md.
Boston, Mass.
Bradford, Pa.
Bridgeport, Conn.
Charleston, W.Va.
Chicago, Ill.
Cleveland, Ohio
Columbus, Ohio
Cumberland, Md.
Denver, Colo.
Hartford, Conn.
Haverhill, Mass.
Indianapolis, Ind.
Kalamazoo, Mich.
Los Angeles, Cal.
Louisville, Ky.
Lowell, Mass.
Miami, Fla.
Milwaukee, Wis.
Newark, N. J.
New Orleans, La.
New York City
Parkersburg, W. Va.
Peoria, Ill.
Pittsburgh, Pa.
Poughkeepsie
Providence, R. I.
Reading, Pa
Richmond, Va.
St. Louis, Mo.
San Francisco
Savannah, Ga.
Schenectady, N.Y.
Springfield, Mass.
Tacoma, Wash.
Toledo, Ohio
Trenton, N. J.
Watertown, N.Y.
Wilmington, Del.

Stewart Motor Corporation

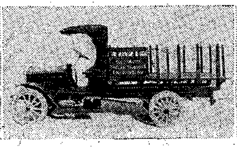
Buffalo, New York



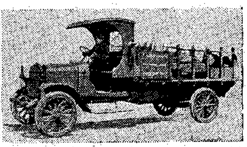
1500 lb.



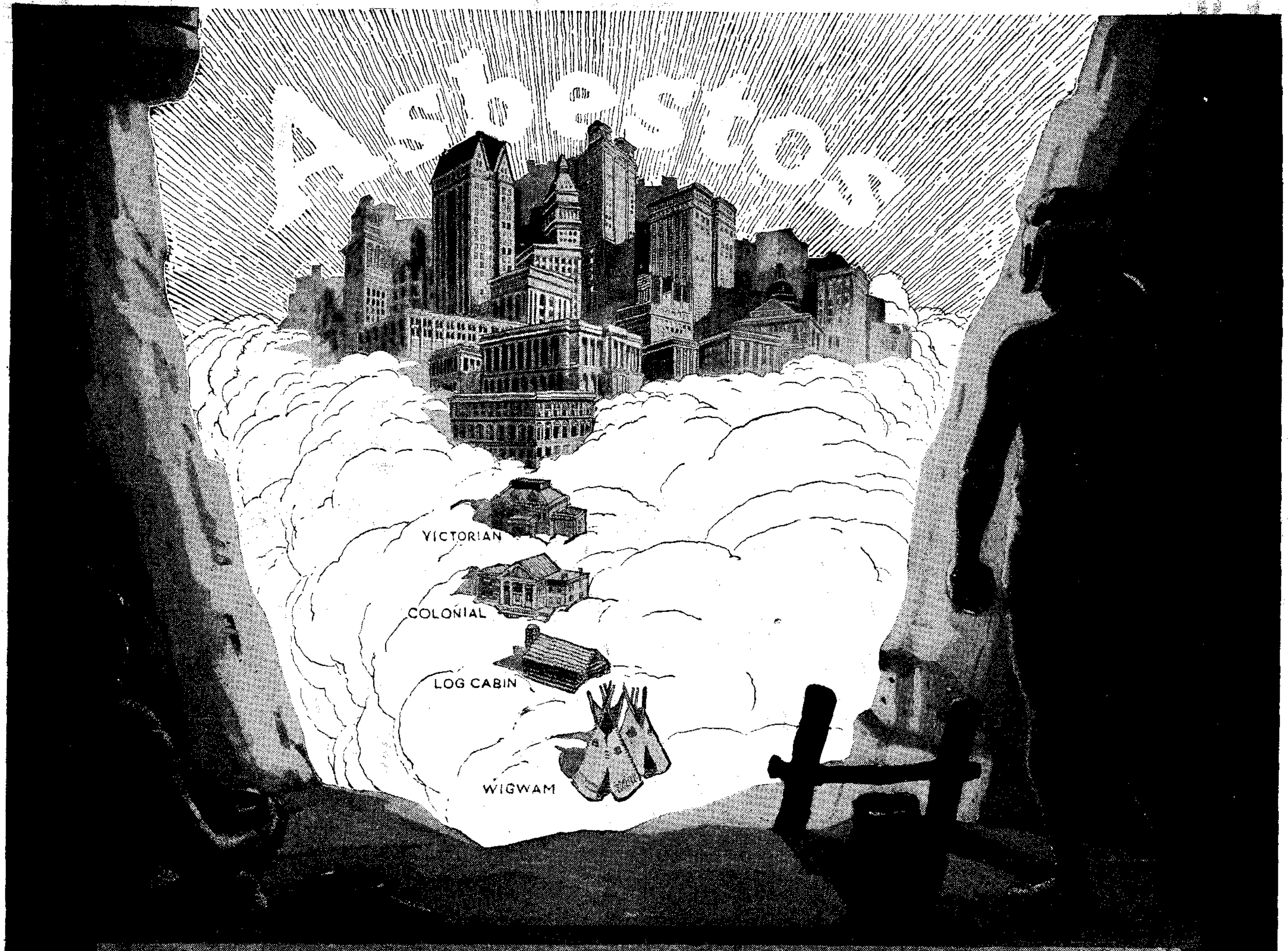
1 ton



1½ ton



2 ton



America builds back to Permanency

HIGH up in the pockets of great cliffs, sheer above the dangers of life thousands of years ago, our American predecessors lived in permanent buildings. Here they were free from the awful forest fire, the lurk of beasts and the treachery of fever-laden air.

For entirely different reasons but with equally good judgment, modern America has moved back into the permanent building. Structurally, we have found ourselves. Our cities have staked their claims once for all and have set about to make building history that will not pass like the Red Man's wigwam. We have learned a lesson from the age of inflammable materials just past, which from log cabin to Queen Anne Mansion has gone—leaving a blot on the pages of building history.

Concrete, Steel, Stone, Masonry and Asbestos—these materials have focused thought on building permanency. The first four have given us the permanent building. Asbestos has topped it all with a lasting, mineral, stone roofing that repels fire and resists the ravages of time.

Nor is Johns-Manville Asbestos restricted in its application to the pretentious building of steel, concrete or stone. Its use as a roofing is reaching out everywhere*—to the farm, the home and the out-building. Here, too, its lasting power is a protection against fire, rot and disintegration. It is America's safest and most economical roofing.

H. W. JOHNS-MANVILLE CO.
NEW YORK CITY
10 Factories—Branches in 55 Large Cities

**Johns-Manville Asbestos Built-Up Roofing for flat roofs; Asbestos Ready Roofing for sloping surfaces; Transite Asbestos Shingles for the home; Corrugated Asbestos Roofing for skeleton frame structures. Johns-Manville Mastic Flooring Waterproofing, Asbestos Siding, Transite Asbestos Wood, Keystone Hair Insulator.*

JOHNS-MANVILLE SERVICE
COVERS THE CONTINENT

JOHNS-MANVILLE
Building Materials

"Gradually our views underwent a change. First we were against our own judgment converted to the practicability of local option, but we held out against State-wide prohibition because we did not think that liquor-drinking in large cities could be controlled. When it came to this State, we voted for it, but with many misgivings, and were surprized to find that it slowly won its way, despite lukewarm support and violent opposition."

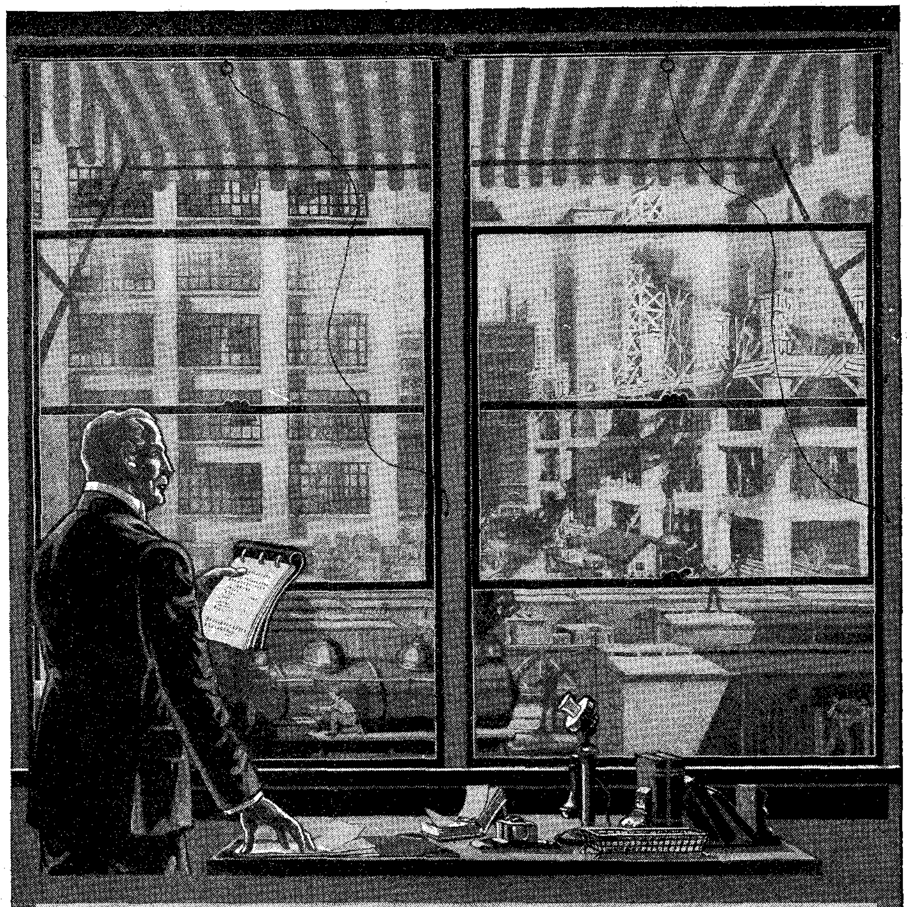
The Christian Sun (Elon College) answers the question by noting the report of the State Board of Health that the "death-rate from alcoholism in North Carolina was 1.4 in 1914 as against 5.9 for the United States in 1913, the latest figures available."

TENNESSEE (1909)

In Tennessee the Memphis *Commercial Appeal* informs us that the fight for prohibition in that city and in the State lasted for seven years. The experiences of six months of limited prohibition were sufficient to justify conclusions as to the effect of "bone-dry" prohibition, which became law on March 1, 1917. Prohibition hurts wholesalers and retailers of liquor and the buildings in locations especially adapted for retailing liquors, this daily admits. It hurts those who have been in the legitimate liquor business if they are at a time of life when it is hard to find other occupations or to enter into other lines of business. Also conceded is the loss in revenue from wholesale and retail liquor-licenses, but to offset these admissions *The Commercial Appeal* points out among the advantages of prohibition already noticeable in the city of Memphis the following:

> "We have an enormous negro population, and the reduction of the supply of liquor to irresponsible negroes has already been followed by a reduction in fighting and killing.
>
> "It has also cut down loafing and reduced idleness among a certain class of negroes. There have been fewer arrests of both whites and blacks in Memphis during the last six months than during any other six months for ten years. There has been a reduction of tragedies which have their origin in liquor.
>
> "Prohibition has already materially dimmed the lights in the red-light district. With liquor out of the red-light district it will shrivel up from lack of patronage.
>
> "Under prohibition workingmen are taking more of their money home to their wives and to their children than they previously did.
>
> "Under prohibition the occasional drinker does not run the risk of becoming an occasional drunkard. . . . . . .
>
> "Prohibition has also interfered with the gambling industry. Retail merchants find their collections better under prohibition than they did before prohibition was in order. . . . . . .
>
> "If the present wave is not dissipated there will be national prohibition within six years."

It is the belief of the Chattanooga *News* that the question of prohibition's success



Modern factories, turning out maximum production, are usually equipped with Fenestra Solid Steel Windows. Manufacturers everywhere know these windows make possible more and better work, because—

Thoroughly lighted rooms inspire quality with quantity; correct ventilation and proper weather protection build healthy, energetic employes; strength and fire resistance help to increase security and assure continued manufacture.

Knowing architects recommend Fenestra Sidewall Sash for factories and for office buildings Vertically Sliding Sash. Made by Detroit Steel Products Company, 2501 East Grand Boulevard, Detroit, where most of America's solid steel windows are made.

Fenestra

SOLID STEEL WINDOWS

Every Man Where He Is Worth Most---

says Uncle Sam, in developing the Nation's efficiency. Every citizen should heed this injunction. YOU must *get where you are worth most* if you want to work with the greatest pleasure and efficiency and attain the greatest success. You can find the place you fit in with the help of this great new book—

HOW TO CHOOSE THE RIGHT VOCATION

A Book to Help Men Find Their Work—Then Work Their Find

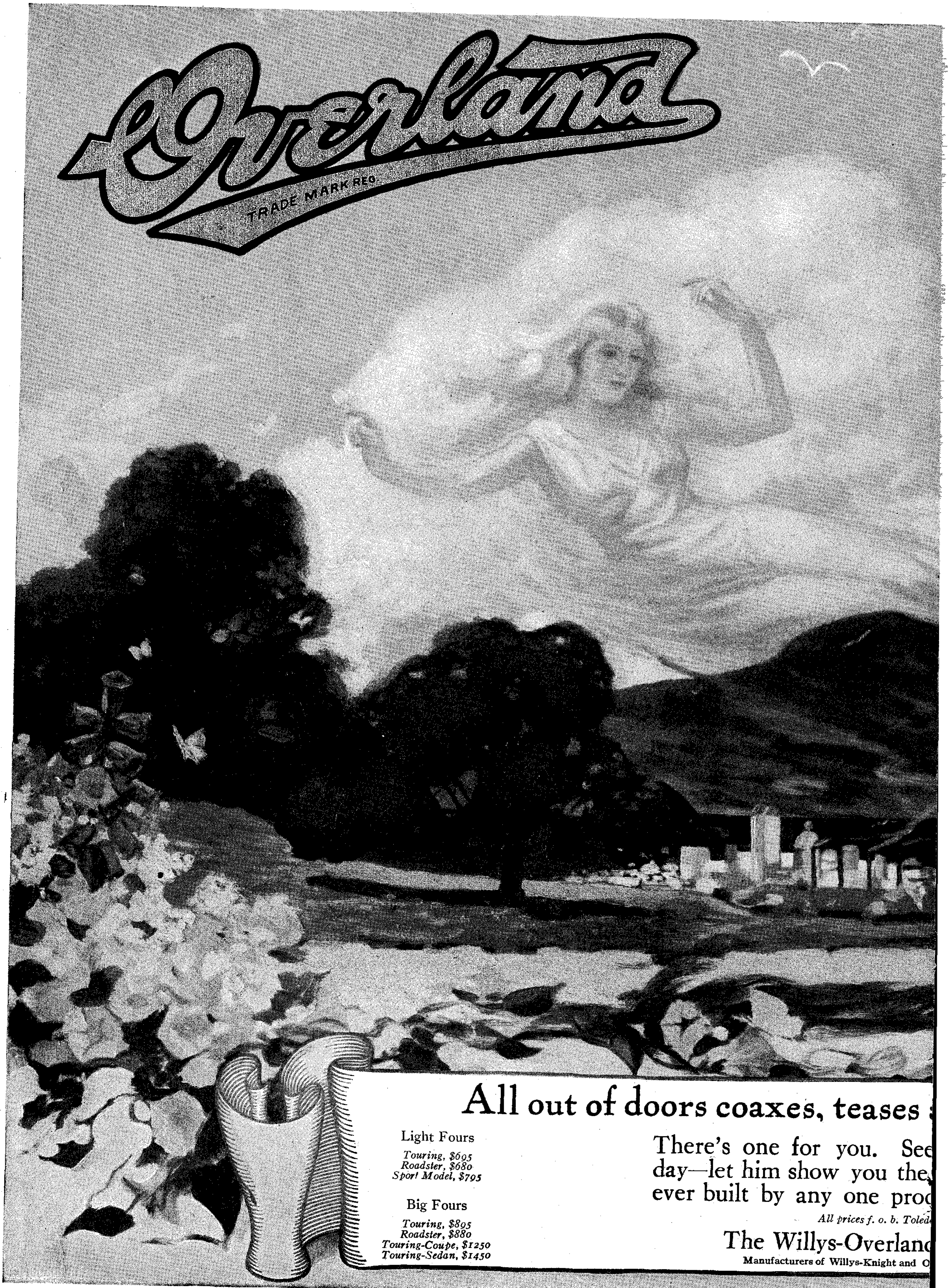
This new book, by the expert Vocational Counselor, Holmes W. Merton, covers this vital subject simply, completely, practically. *From it you can learn in detail—*

What ability is needed for each of 1400 distinct vocations; how to discover whether or not your present work is your *right* work; how to examine yourself to ascertain just what work you are best fitted for; how to bring into play your greatest powers; how to make your work yield the most satisfaction and profit; etc., etc.

This book is vitally necessary to every man or woman who wants the right job—to every employer who wants the right men—to every parent who wants his son or daughter to find the right place in his life work.

8vo, cloth bound, $1.50 net; by mail, $1.62

FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, NEW YORK



All out of doors coaxes, teases

Light Fours

Touring, $695
Roadster, $680
Sport Model, $795

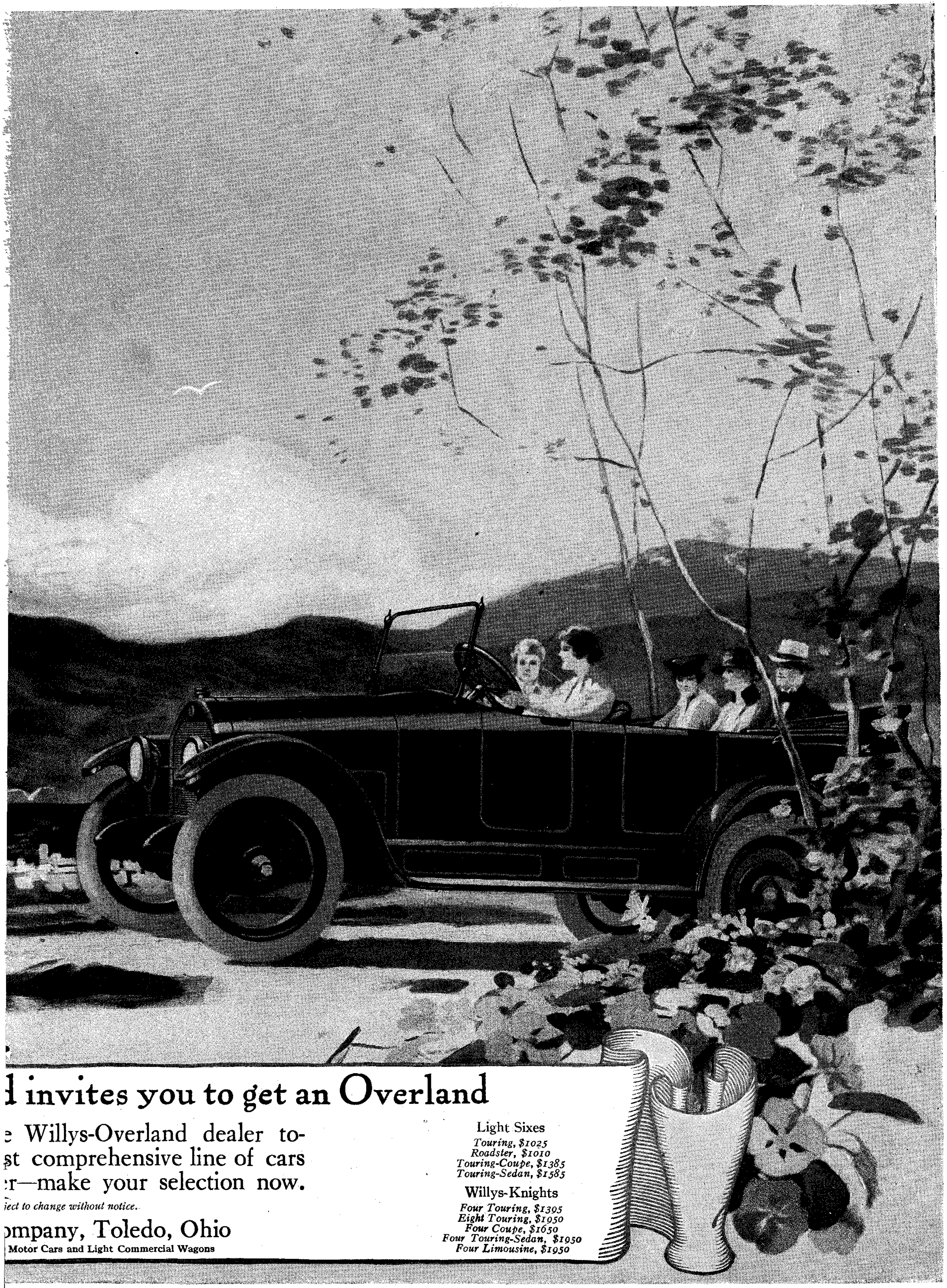
Big Fours

Touring, $895
Roadster, $880
Touring-Coupe, $1250
Touring-Sedan, $1450

There's one for you. See
day—let him show you the
ever built by any one pro

All prices f. o. b. Toled

The Willys-Overlan
Manufacturers of Willys-Knight and O



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e Willys-Overland dealer to-
st comprehensive line of cars
r—make your selection now.

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Motor Cars and Light Commercial Wagons

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Touring, $1025
Roadster, $1010
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Touring-Sedan, $1585

Willys-Knights
Four Touring, $1395
Eight Touring, $1950
Four Coupe, $1650
Four Touring-Sedan, $1950
Four Limousine, $1950

Give Me the Mild Ones!

On rare occasions—after hearty eating, for example, when my system is well fortified with food—I'm fond of puffing powerful jess-willards, cigars of darker, heavier leaf.

But when it comes to steady smoking, Brother, give *me* the appetizing mildness of good ROBERT BURNS.

His "smack" makes smoking keen delight—and yet he's friendly, too, this easy-drawing, silky-jacketed companion.

Yes, ROBERT BURNS goes with me through the longest smoking day—but never does he dull efficiency nor blunt the edge of appetite.

* * * * *

ROBERT BURNS—his leaf is nicely balanced for *steady* smoking.

His goodness is the logical result of *blend* and *curing*. His Havana filler gives him fine flavor. Our own special curing gives that Havana rare mildness. The neutral Sumatra wrapper *helps* that mildness.

"Moderation" is the modern watchword—and ROBERT BURNS is the moderate cigar for modern men—a better cigar today than ever before.

Have you tried one lately?

Remember that Little Bobbie is a pocket edition of ROBERT BURNS himself. Price 5c straight.

Rob't Burns 10¢

Little Bobbie 5¢ straight

GENERAL CIGAR CO., INC,
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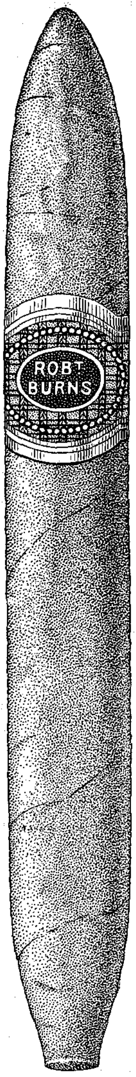


ROBT BURNS
Invincible 10¢
(Exact Size)

need not be answered in Tennessee because it is no longer discust except semi-occasionally in a few reactionary newspapers, which for the most part have caught step with the procession, yet occasionally show a tendency to struggle. At the same time this journal calls attention to the promptness with which the legislature passed the "bone-dry" bill prohibiting the importation of intoxicants for "any purpose except medicinal or sacramental." There was an astonishing absence of any objection to this act, which represents a wide departure from the principles of previous legislation, and *The News* adds:

> "A generation is growing up which does not know the saloon. Soon another will grow which will be unacquainted with liquor in any form. There is no disposition to turn back in Tennessee. No politician of any influence advocates a return to old conditions. All political parties are on record for the reform."

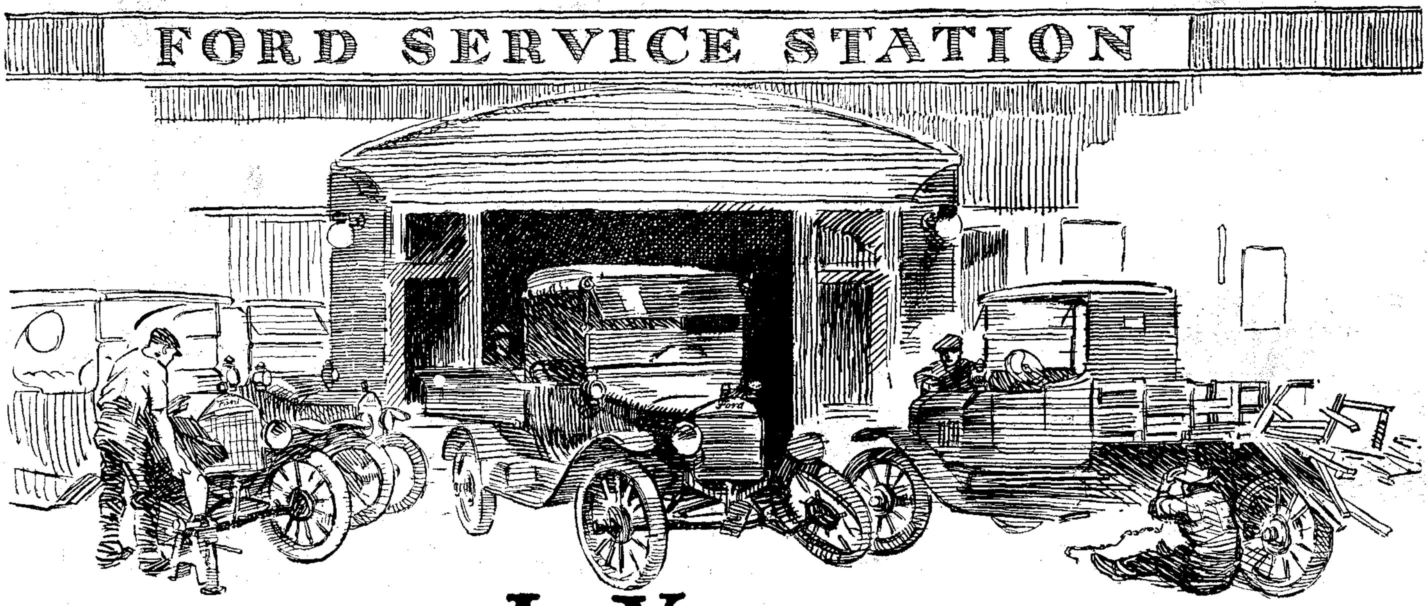
The Knoxville *Journal and Tribune* maintains that public sentiment in Tennessee is stronger for prohibition now than it was eight years ago when the law was first enacted, and there is less disposition now to have the law repealed or modified. It was said at the time of the enactment that prohibition would not prohibit, and this journal admits that for years and years laws for the regulation of the traffic had been "openly and brazenly ignored and nullified by a majority of those engaged in it," but now the State may be felicitated on the possession of the "bone-dry" law, which banishes the liquor-traffic in any form beyond its borders. The Greeneville *Sun* admits that temperance laws have been violated, and that the present law may be violated hereafter, but this is no proof of its inefficiency, for we are reminded:

> "There are grown young men in Tennessee who never saw the inside—or outside either, for that matter—of a saloon. There are grown young men and young women in Tennessee who never saw a genuine, old-fashioned, drunken brawl in their lives. There are mothers, fathers, wives, and daughters all over Tennessee thanking God for sober husbands, fathers, brothers, and sons, who in the days of licensed whisky-selling spent much of their time lamenting over, and hunting for, near relatives and friends and trying to save them from the unutterable curse of the whisky habit."

The Jackson *Sun* says that, notwithstanding the large quantity of liquor imported into the State from mail-order dealers, the truth is that a comparatively small quantity was consumed after the nuisance and ouster laws became effective. Now that the "bone-dry" law has been enacted, prohibition laws will be as thoroughly enforced as any others that deal with a common frailty of mankind. *The Baptist Builder* remarks that if it will help Prohibitionists in other States to know how we like it in Tennessee "we are glad to

Here's a Page that every owner of a Ford Delivery Car, a Ford Truck Attachment, or a Ford in Tractor Service should read.

—J. W. Anderson.



Is Your Ford Delivery Car Among These?

If it isn't, it may be, any day, as long as you let irresponsible drivers race it about at any speed they choose. Mechanism racked to pieces long before its time; thousands of miles of tire service ground away; repair bills mounting higher and higher; and constant danger of serious accident.

Regulating the Speed Greatly Increases Car and Tire Life

Eliminate the abuses due to excessive speeding, and you reduce repair bills two-thirds, and add at least one-third to tire mileage.

That's been the one great trouble with the thousands of Ford cars in delivery service; it has been the great problem in making the various forms of Ford truck and tractor attachment more efficient. Any dealer will tell you so; any owner knows it.

Limits the Speed Without Limiting the Power

The Monarch Governor for Ford cars—the only device of its kind—automatically limits the speed of the car to whatever rate the owner may set. Any attempt to tamper with it is instantly apparent.

Yet the actual pulling power of the Ford motor is not decreased. The entire control—both manual and automatic—is through the Governor throttle, the carburetor throttle being removed.

$25

Complete with intake manifold

MONARCH

For Ford Cars

GOVERNOR

$25

Pays for itself several times a year

Every Ford Delivery Car or Tractor Needs It

The preliminary announcement of the Monarch Governor for Ford cars brought us literally thousands of actual orders.

Big-fleet users sent us blanket orders; from every part of the country letters came pouring in. Initial orders swamped our production. Now, we are able to fill all orders promptly.

If you are operating a Ford delivery car, Ford truck attachment, or Ford tractor-maker without a Monarch Governor, you are losing its cost four times a year; you are getting less efficient service; and you are running daily risk of an accident that may wipe out your entire delivery investment.

Not An Experiment

The Monarch Governor for the Ford is an adaptation to the Ford mechanism of the same principle which has made the Monarch the preferred speed governor on thousands of heavy-duty trucks. It is the only speed governor which operates successfully on the Ford.

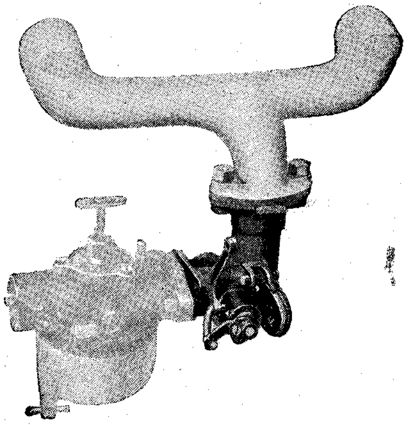
30 Days to Prove It

Every Monarch Governor is sold on a straight-out guaranty of satisfaction or money back in 30 days.

If after that time you are willing to do without it—send it back. It will last as long as the car will, and make the car last a good deal longer.

Literature on Request

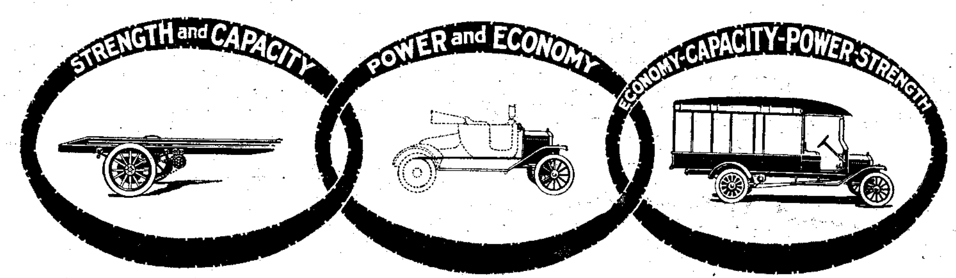
Write today for descriptive circular. The absence of a Monarch Governor is responsible for probably $100,000 worth of extra maintenance and repair bills a day. Your car may be next.



Monarch Governor Company

522 Bethune Avenue, W. Detroit, Michigan

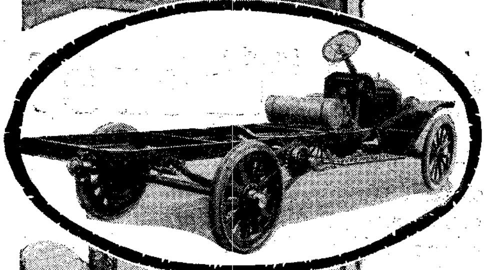
Limits *the* Speed *and the* Expense



True Truck Economy

BESIDES paying too much initial cost for ton to 1½-ton trucks, most operators are paying too much for expensive power plant operation, and overlook depreciation cost. What would your truck bring if you were to sell it tomorrow?

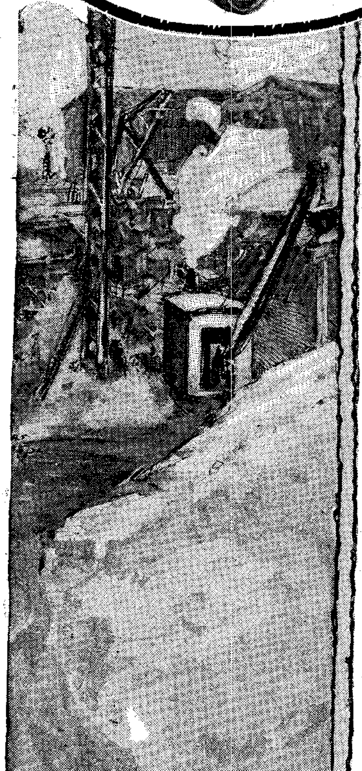
With capacity up to 1½ ton, the TRUCKFORD costs you only 10c to 12c per mile including driver and housing. *This means 7½c to 9c per ton mile.* Furthermore, the TRUCKFORD, with its economical power plant, saves money on 500-lb. or less loads. How many trucks do you know operating at a waste because they are running half the time on under-capacity?



Truckford

Attachment $350

Special Bell Sprocket method of attachment makes it unnecessary to cut off the Ford axle or even cut new key ways. The original wheels or body can be put back on any time without expense. The Ford will always bring a good percentage of its initial cost and the TRUCKFORD attachment is practically indestructible



Chain Drive

is desirable because it is the most efficient method of delivering power to the rear wheels, and also because it places the weight to better advantage. The slightly slacked chain takes up road shocks and the strain of sudden stops and quick starts.

Wheels set close to weight of load.

Special Springs

Designed by spring experts especially for the TRUCKFORD. Unusually long and flexible, 48" x 2½". Carry load better and save danger of crystallization of axle or frame from road shocks. Save the engine and save the tires. Wheel base is 128"; 8½ to 11½ feet of loading space back of driver's seat. Different body types as desired.

Write for Descriptive Folder and Full Particulars

Let us tell you more about this economical, powerful and durable attachment for the Ford chassis. Figure out and tell us your present trucking cost per mile. We can show you how to reduce it with the TRUCKFORD.

Dealers and Distributors, write for interesting proposition. Do not handle an inferior attachment. Do not look for a better one-ton truck proposition. Some good territory still open.

No Service Station Needed

EASTERN TRUCKFORD CO., Inc.

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Factory in Detroit; distributing stock also carried in Ogden, Utah; St. Louis, Mo.; San Antonio, Texas.
Service dealers everywhere.

For Canada
$450
Canadian Truckford Co.
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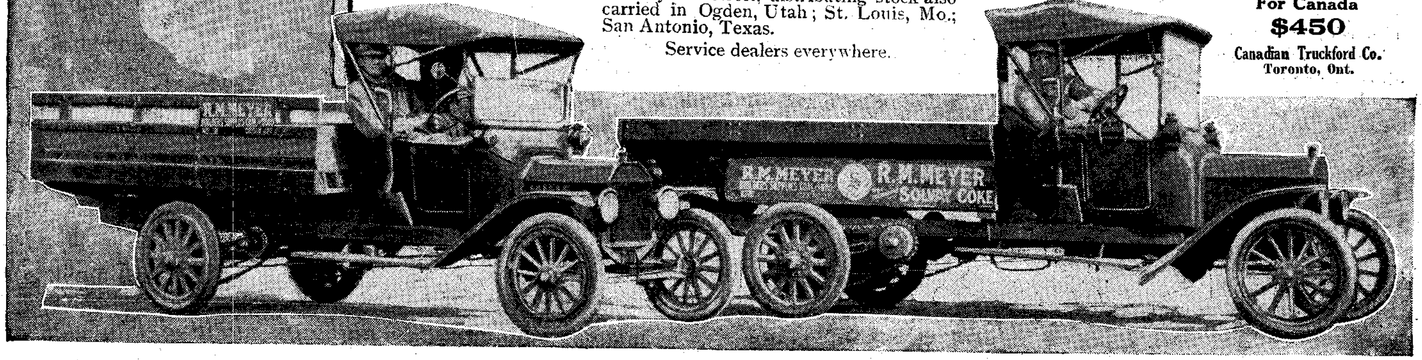


say that all our best people are delighted," for "everything good has been helped by our temperance law." *The Christian Advocate* (Nashville), official organ of the Methodist Episcopal Church, South, says that even before the "bone-dry" law was enacted, and in spite of the spirit of non-enforcement of law prevailing in certain municipal centers of the South, prohibition wrought wonders.

WEST VIRGINIA (1914)

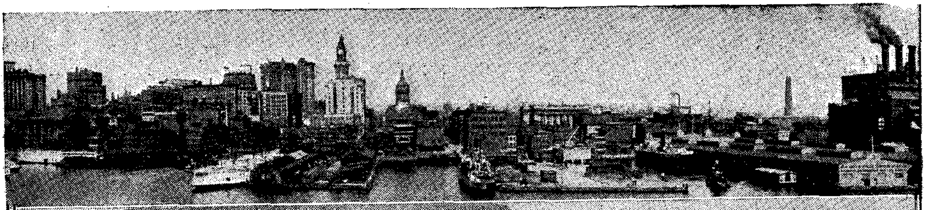
In West Virginia, the Wheeling *Register* argues strongly against the "one-quart-per-month" clause in the State's prohibition law, for it says that with this provision in force "a man can at least 'enjoy' one drunk each month, and, arguing this contention from a moral standpoint, isn't it as much of a sin for a man to become intoxicated twelve times a year as to stay intoxicated the entire year through?" A law that breaks down each month and sanctions the crime after the lapse of relative periods of time is no law at all.

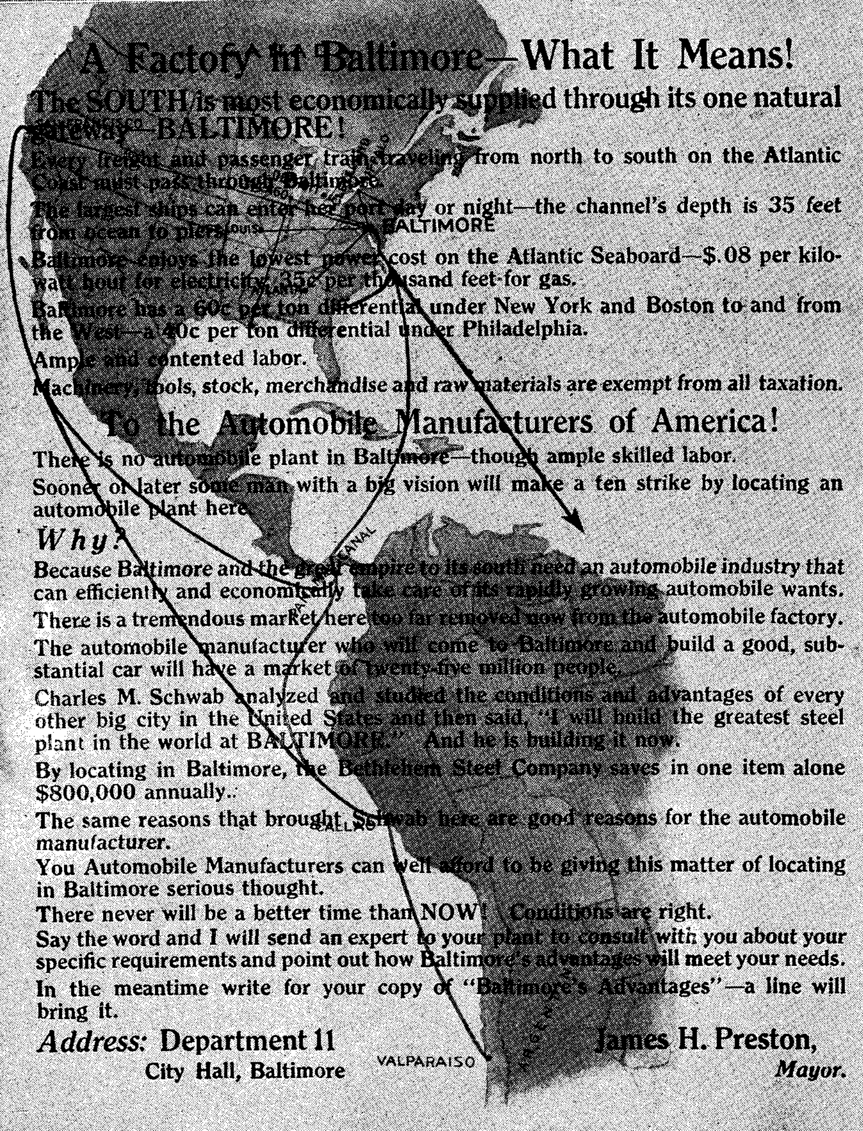
The Wheeling *Majority*, a labor weekly, hopes that the "quart-a-month" law will be rigidly enforced, and tells us that until now the West Virginia prohibition law "can not be regarded by even its strongest advocates as successful." It has taken away the legitimate saloon and substituted "speak-easies," driven out the bartender, and substituted bootleggers, we are told, and while the glitter and glamor of the open saloon no longer exist to tempt the young, the law has certainly not accomplished anything more.

The editor of the Martinsburg *Journal* says it is certain that there are many benefits from State-wide prohibition and no perceptible ill effects, while the editor of the Grafton *Sentinel* confesses that his ideas on the result of prohibition in West Virginia are "mixed." Undoubtedly the elimination of the "vile, crime-breeding saloon nuisance is worth the effort and a reasonable amount of popular inconvenience," "but the extremes to which the so-called dry laws have been carried in this State are unwise, unjust, unfair, and useless." The Parkersburg *State Journal* summarizes its observations as follows:

> "While much has been accomplished in West Virginia in the way of restricting the traffic, we are still in the experimental stages, and hardly in the position to instruct our neighbors. We should hesitate to recommend prohibition against their will. But no one can close his eyes to the one outstanding fact that the demand for it is growing apace, and that unless there is a reaction it will engulf the nation and result in such action by Congress as will make for actual prohibition over the length and breadth of the land. And this seems to be true regardless of the fact that the nation's whisky bill in the last year was the greatest in our history."

The Huntington *Herald-Dispatch* believes that relatively prohibition has been





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Every freight and passenger train traveling from north to south on the Atlantic Coast must pass through Baltimore.

The largest ships can enter her port day or night—the channel's depth is 35 feet from ocean to piers.

Baltimore enjoys the lowest power cost on the Atlantic Seaboard—$.08 per kilowatt hour for electricity, 35c per thousand feet for gas.

Baltimore has a 60c per ton differential under New York and Boston to and from the West—a 40c per ton differential under Philadelphia.

Ample and contented labor.

Machinery, tools, stock, merchandise and raw materials are exempt from all taxation.

To the Automobile Manufacturers of America!

There is no automobile plant in Baltimore—though ample skilled labor.

Sooner or later some man with a big vision will make a ten strike by locating an automobile plant here.

Why?

Because Baltimore and the great empire to its south need an automobile industry that can efficiently and economically take care of its rapidly growing automobile wants.

There is a tremendous market here too far removed now from the automobile factory.

The automobile manufacturer who will come to Baltimore and build a good, substantial car will have a market of twenty-five million people.

Charles M. Schwab analyzed and studied the conditions and advantages of every other big city in the United States and then said, "I will build the greatest steel plant in the world at BALTIMORE." And he is building it now.

By locating in Baltimore, the Bethlehem Steel Company saves in one item alone $800,000 annually.

The same reasons that brought Schwab here are good reasons for the automobile manufacturer.

You Automobile Manufacturers can well afford to be giving this matter of locating in Baltimore serious thought.

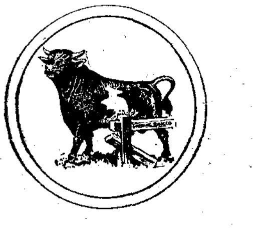
There never will be a better time than NOW! Conditions are right.

Say the word and I will send an expert to your plant to consult with you about your specific requirements and point out how Baltimore's advantages will meet your needs.

In the meantime write for your copy of "Baltimore's Advantages"—a line will bring it.

Address: Department 11
City Hall, Baltimore

James H. Preston,
Mayor.

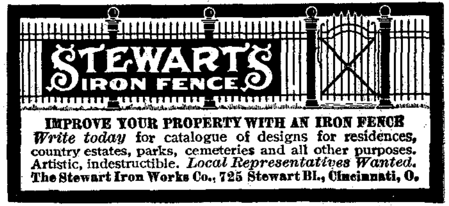


A Suggestion To Pipe Smokers

Just try mixing a little genuine "BULL" DURHAM Tobacco with your favorite pipe-tobacco — it's

"Like Sugar In Your Coffee"

Guaranteed by
The American Tobacco Co



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Write today for catalogue of designs for residences, country estates, parks, cemeteries and all other purposes. Artistic, indestructible. *Local Representatives Wanted.*
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Sanitary Fireproof
Durable Attractive
BY USING

Everlasbestos FLOORING

Elastic — Plastic — Easy-to-Lay

Spread it ⅜" thick over wood or cement floors, old or new. Thousands of feet used in homes, stores, offices, hospitals, factories, theatres, hotels, schools, churches. Does not dust off like cement; more sanitary and germ-proof than wood; costs less than tile.

Scientific combination of asbestos and other materials. Continuous, close-grained surface, without joints for dirt to lodge in. *Not tiring to the feet.*

Comes in powder form with full instructions for laying. Red, buff, or other colors.

Especially suitable for kitchens, bath-rooms, corridors, offices, etc.

State place to be used and write for estimates, literature and samples free.

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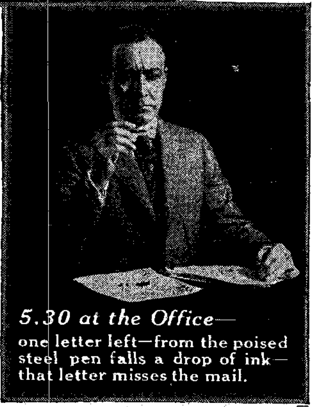
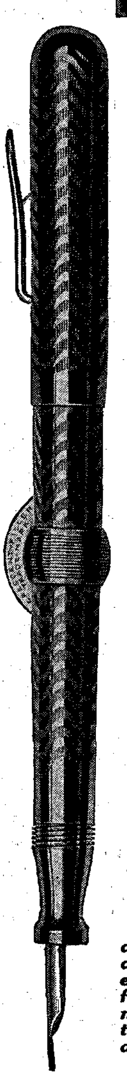
95 North Street, Rochester, N. Y.

While Traveling-
much writing can be done—but not with the scratching steel pen the railways supply.



5.30 at the Office—
one letter left—from the poised steel pen falls a drop of ink—that letter misses the mail.



So no matter where you are or what you do

You Have Real Need of a Conklin Pen

—Because, with no attention but filling, it will write as long as you want to write, with never a blot, scratch, skip or sputter.

—Because there is a special point fashioned to write precisely as *you* write.

Filling is a matter of seconds. The need for it infrequent. The extreme ease and quickness of the CONKLIN filling operation is due wholly to its "Crescent-Filler," which also prevents the pen from rolling off the desk.

Stationers, jewelers, druggists and department stores everywhere will gladly demonstrate the CONKLIN—$2.50, $3.00, $3.50, $4.00, $5.00 and up.

THE CONKLIN PEN MFG. CO.
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Every CONKLIN is guaranteed to write and fill exactly as you think a pen should—it either does this or you will be furnished a new pen or your money refunded without question. There are no "ifs" about it—YOU are the judge.

Conklin's
Self-Filling Fountain Pen
NON-LEAKABLE

a success in that State, but positively it has not been a success. The responsibility for its failure, in so far as it has failed, varies with different localities. Thus in the Wheeling district the sentiment of the people has been overwhelmingly against prohibition, and the Federal Government, disregarding the State's statutes, has legalized approximately one hundred saloons in Ohio County alone, and in Kanawha and Fayette counties, we are told, prohibition has been effectual, but not complete, "due in part to laxity of officials, inadequate police facilities, and public indifference." In Huntington prohibition has prohibited because the county and municipal authorities have been vigilant and relentless, but "the consumption of intoxicants in Huntington has not ceased, tho vastly diminished from the figures of saloon days, because of proximity to the liquor depots of Catlettsburg and Ashland, Kentucky."

While *The Baptist Banner* (Parkersburg) admits that liquor has been imported into the State and there has been drunkenness along the border, and perhaps in the interior, yet it is not one-thousandth part of what there was in the State before the days of prohibition, which this religious weekly heartily commends to sister States.

ALABAMA (1915)

In Alabama the Birmingham *Age-Herald* informs us that there are two elements in the Prohibition party which seem to be wide apart at present. Both realize that the days of the open saloon are passed, never to return, but the present prohibition laws of the State are distasteful to lots of people, we are told, because every man who wants whisky can get it by importation, and neither the State nor any other citizens derive revenue therefrom. If whisky is legally permitted to be shipped to a consumer in the State, *The Age-Herald* thinks that there should be some means devised to raise revenue from such importation.

The Birmingham *Ledger* says that when Alabama first had prohibition it was asserted by the wets that more whisky than ever was sold in saloons was sold in tigers, but now the former Alabama whisky seller is either out of business or out of the State, and this journal adds:

> "No one—no matter how intense a local-optionist he is—denies that the Alabama prohibition laws are now being enforced about as well as any other laws, that juries convict when the testimony warrants conviction for violation, and that there is not anything like so much drinking by the individual as before."

The editor of the Dothan *Eagle* says that his journal has always stood for prohibition since the State tried out a dispensary in 1898 and found that it lessened the evil usually attributed to whisky. After four or five years' trial of the dispensary system, we are told, a movement was started to make the State dry. It voted dry and then wet, or a wet legislature put it back wet, and the legislature of 1915 made the State dry again.

The Gadsden *Journal* believes that few will argue that prohibition has failed in Alabama, while the majority will declare that it has been a pronounced success. Backed by the Webb-Kenyon decision of the Supreme Court, it should become even more of a success, according to this journal, which admits that the law is violated, as is every law, but "conditions under prohibition, even in communities where illicit dealers operate, are vastly better than under the open saloon." *The Bullock County Breeze* (Union Springs) is also enthusiastic in the belief that the prohibition law has been of inestimable benefit to the State. *The Coosa River News* is confident that Alabama is prospering under prohibition, and says that as dry territory grows people will naturally save more money from booze purchases, and it adds that it is not necessary to recommend Alabama's conception of prohibition—tho it heartily does so—as all other States are fashioning their laws after Alabama's "dry" statutes. *The Alabama Christian Advocate* (Meth. Epis., Birmingham) complains that the liquor interests are sending out literature declaring that great quantities of their products are being shipped into prohibition territory and that the law does not stop the circulation of whisky, and it adds:

> "They are right about this. They are sending all the stuff they can into dry States, disregarding the law whenever and wherever they can; but the circulation of drink in dry States is not altogether well-pleasing to the brewers and distillers. For instance, as we passed the court-house in Birmingham the other day we saw a young river of liquor, but it was not running down the throats of men to poison their bodies, but into the mouth of a dirty sewer where it could do no harm. Several thousand gallons of the stuff were being destroyed."

ARIZONA (1915)

In Arizona, the Phœnix *Arizona Gazette* has no hesitancy in avowing that prohibition has been of very great benefit to the State. It has resulted in the decrease of crime, according to the reports of the officials of penal institutions and peace-officers, and, according to reports of bankers and mining-men, has proved of great economic advantage. In the city of Phœnix alone the average number of arrests for drunkenness has been less per month than it was daily under the saloon régime. But the election figures furnish the best argument that can be produced, showing that the people recognize the benefits of prohibition, according to this journal, which adds:

Firestone
Firestone
The Business World Rides Best On
Firestone
TRUCK TIRES

A BIG tire for a big load. That is the "why" of Firestone Giant Truck Tires.

Extra wear, greater traction, smoother riding qualities, protection to truck and comfort for driver. These are the features that distinguish Firestone Giant Tires. You need these features. Call in the Firestone Transportation Specialist.

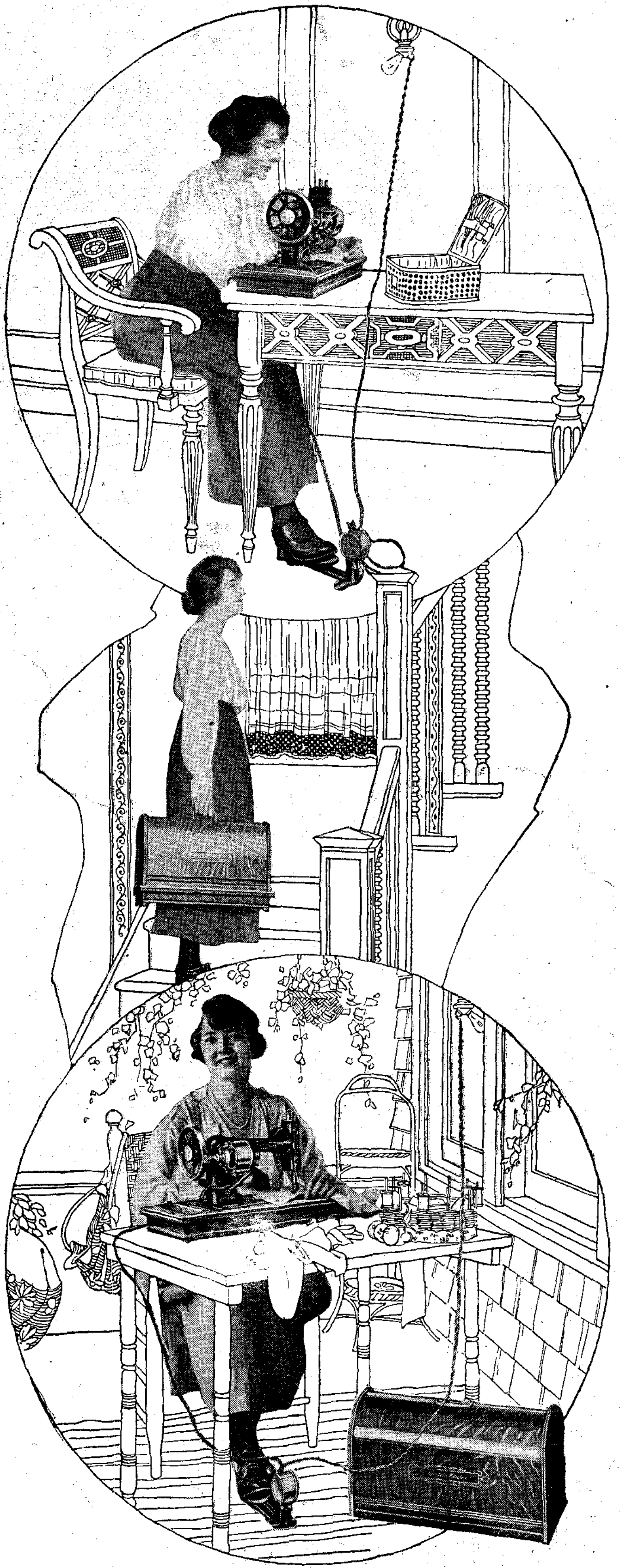
FIRESTONE TIRE AND
RUBBER CO., AKRON, O.
Branches and Dealers Everywhere

Downstairs, Upstairs, Sew Anywhere

with a

Western Electric

Portable Sewing Machine



Ideal for Sewing on the Porch

SMALL—It is no bigger than a typewriter—the whole outfit, sewing machine and motor—a complete unit.

PORTABLE—Wherever there is an electric light socket—in the living room or bedroom in winter, out on the porch in summer—you can now do your sewing at will. You can put it away on a closet shelf when it is not in use. You can pack it in your trunk and take it along with you this summer.

ELECTRIC—No more of the backache and tiresome treadle pushing of the old-fashioned machine. A touch of the foot starts the electric motor and this tireless little electric servant sews on for an hour or for a day—fast or slow, just as you wish. One and one-half cent's worth of electricity will run it for five hours.

INEXPENSIVE—Only $35 ($37 west of the Rockies) for this complete outfit. Think of it—less than you have had to pay for most any of the well-known machines of the foot-power type.

If your lighting company or electrical dealer cannot show you this wonderful machine, write to nearest office for Booklet No. 511-D.

WESTERN ELECTRIC COMPANY

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Dallas
Denver
San Francisco
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Los Angeles
Seattle
Portland
Salt Lake City

EQUIPMENT FOR EVERY ELECTRICAL NEED

"The 'bone-dry' amendment, or the measure to strengthen the one previously adopted, by cutting out the 'personal-use' feature, was carried by thirteen counties out of the fourteen, by a majority of 11,094—one county only voting against it, and it by one majority only.

"To the citizens of States having hundreds of thousands of votes these majorities may not look large, but in Arizona, with less than 250,000 population, the total vote amounted to a little less than 50,000, from which it will be seen that the percentage is quite large."

The Tucson *Arizona Star* says that prohibition, like any other law, is a success where it is supported by the people, but "there is no magic spell cast by the enactment of prohibition that causes the law-breaker to undergo a change of heart." In the sense of absolute prevention, prohibition does not prohibit, according to this journal, nor does the statutory prohibition of any other act which is declared to be an offense. But it has been demonstrated in Arizona, even before the Webb-Kenyon Supreme Court decision, that the law was a comparative success. Strengthened by that decision, it will be even more of a success—"tho there will never be perfect success."

The Flagstaff *Coconino Sun* claims that it has been proved in Arizona that the saloon is a detriment rather than a benefit, financial and otherwise, and this is the general opinion among both "wets" and "drys." The "dry" law in Arizona, we are told, immediately produced thousands of bootleggers and their prosecution cost the people thousands of dollars. The revenue laws of the United States never have prevented moonshining, tho it has cost many lives and millions of money in the Southern districts, and this journal adds:

"Gradually the United States is going 'dry,' by education and by a general inclination of the people, but a nation-wide prohibition law would seem at this time so drastic that a revolution of feeling might result in undoing the good work already done by States."

VIRGINIA (1915)

In Virginia the Richmond *Evening Journal* says that in January, 1916, the monthly average of arrests in Richmond was 1,200, and the police records this year show only half that number for the same month, the reduction being mainly in the "drunks and disorderlies." Hoboes are avoiding the State, and while forty-four applications for free beds were recorded by the police for New-year's day, 1916, just four asked to be accommodated on the same day in 1917. "Work and No Booze" is the sign that appears in the neighborhood of the capital on fences and buildings at repeated intervals, and thus the "bo" fraternity is warned to give Richmond a wide berth. We read then:

"In place of saloons have come candy-

Plain Answers to Questions *about* Packer's Tar Soap

Of special interest to those concerned about the condition of their hair.

Q. *What is Packer's Tar Soap?*
A. A well-known medicinal soap highly recommended by physicians and specialists in the care of hair, scalp and skin.

Q. *Is it a* new *product?*
A. No—it was first made over 45 years ago.

Q. *What are its principal ingredients?*
A. Pure pine-tar, glycerine and sweet vegetable oils.

Q. *How does it help the hair?*
A. By softening and removing the waste material that clogs the pores and gland openings—and by promoting the activity of the tissues.

Q. *What is its* initial *effect?*
A. It cleans the scalp and leaves a delightful sensation of exhilaration.

Q. *What is its effect when used* regularly?
A. It establishes conditions which contribute to the natural vitality, growth and beauty of the hair.

Q. *How often should "Packer's" be used in shampooing?*
A. Ordinarily once a week by men—once in two weeks by women.

Q. *Should "Packer's" be used on young children?*
A. Yes, *you cannot begin too early.* "Packer's" is one of the purest products made, and will not harm the tenderest and most delicate skin.

Q. *Where can Packer's Tar Soap be obtained?*
A. At practically all good drug stores and in most department stores, or, by way of introduction, we will send you a sample half-cake on receipt of 10c.

Q. *Is there a treatise telling how to use "Packer's" properly and successfully?*
A. Yes—a manual, "The Hair and Scalp—Modern Care and Treatment," has been compiled for the Packer Manufacturing Company by a New York physician, familiar with the needs of the hair and scalp. 36 pages of practical, helpful information sent free on request.

Packer's Tar Soap

"Pure as the Pines"

Packer's Liquid Tar Soap, delicately perfumed, cleanses delightfully and refreshes the scalp—keeping the hair soft and attractive. Liberal sample bottle 10c.

THE PACKER MFG. CO.
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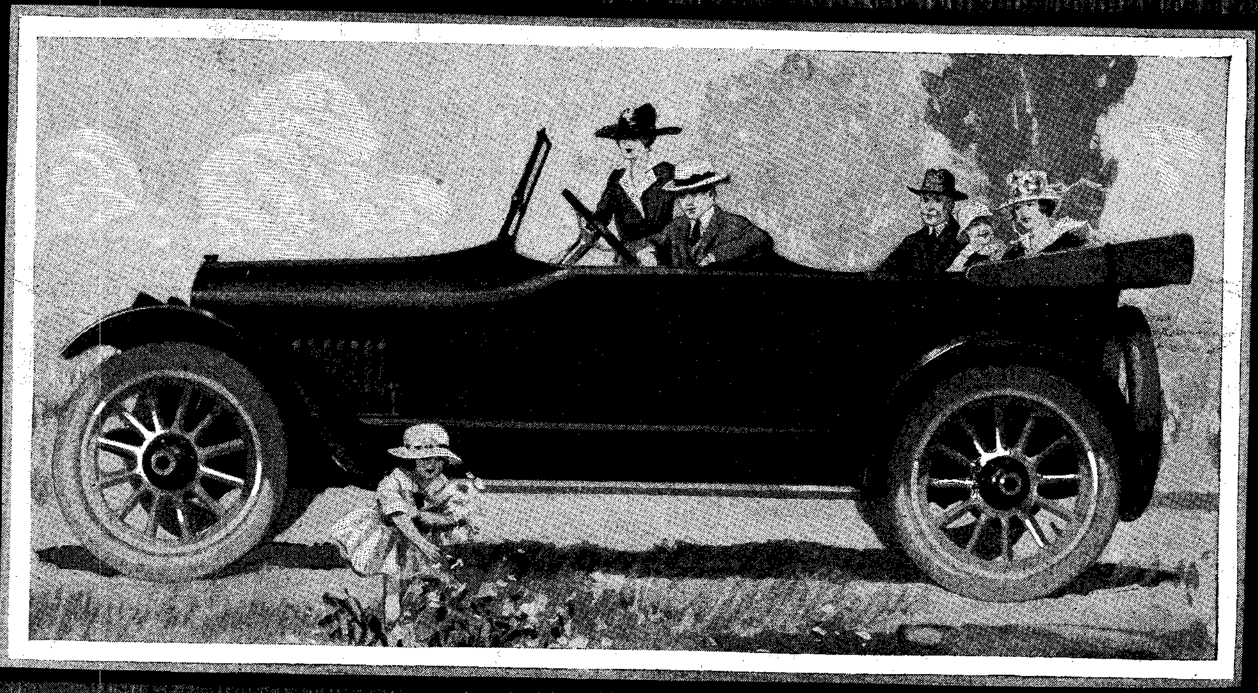
PACKER'S TAR SOAP



Jackson

NO HILL TOO STEEP
NO SAND TOO DEEP

Here is the First Valve-in-the-Head "Eight"

YOU know that valve-in-the-head means ***power***—the utmost power from a given cylinder area. You know that eight cylinders mean FLEXIBILITY—the utmost in motor flexibility—flexibility impossible with a less number of cylinders.

To say that in this Jackson Eight you can go at a ***"creep"*** or speed up to a ***mile-a-minute*** just faintly expresses it. It tells you nothing of the elimination of vibration—it tells you nothing of the steady, unbroken ***stream*** of power that makes this eight different from any other motor.

Others make claims—Jackson realizes them. That's why we say ***do not buy any car till you have had a ride*** in the Jackson Eight—the one valve-in-the-head eight. You are after the biggest possible VALUE for your money. Jackson gives it to you. Jackson doesn't simply talk about it—Jackson puts it in the car. You get it ***NOW!***

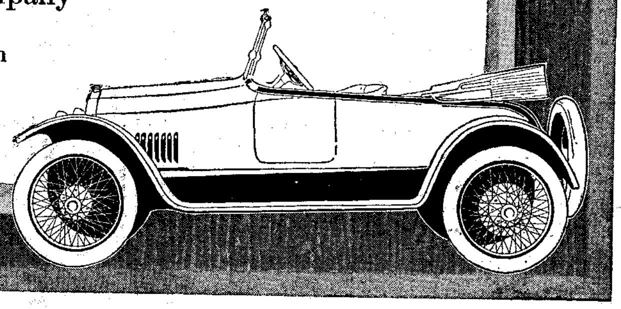
You want beauty, you want economy—owners of this car average 17.7 miles to the gallon of gas—and four full elliptic springs make it one of the easiest riding cars in the world—one of the easiest on tires. Go, see this car—ride in it—sell it to yourself.

Five-Passenger Touring Car—$1395

Two-Passenger Roadster, $1395. Four-Passenger Cruiser, including five wire wheels, $1495.—(Wood wheels, $100 less.) Five-Passenger Sedan (Demountable Top) including regular top, $1605. Seven-Passenger Springfield Sedan, $2095. All prices f. o. b. factory.

Order *Now*—don't wait. We can promise immediate deliveries ***Now!*** Write for catalog and full information.

Jackson Automobile Company
1318 E. Main Street
Jackson, Michigan


4-Passenger
Cruiser
$1495

shops, grocery-stores, delicatessen-shops—in short, a proportion of all the varied retail industries that find support in any community in the trading centers. . . . Of course, the city's income has been curtailed by reason of the loss of revenue in licenses, but with the money formerly wasted on liquor now being distributed among the merchants the increased business can stand the slight raise in the tax-rate."

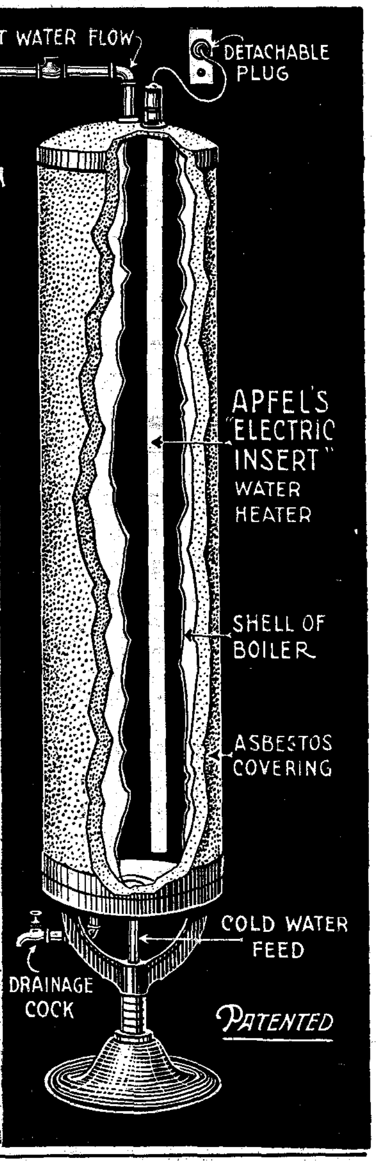
The editor of the Richmond *News Leader* states that because the law has been operative only a few months "few conservative editors have yet put their papers on record as to its efficacy." For all that, first impressions are certainly favorable, we are told, and have converted many who doubted whether prohibition could be made a success in the urban centers of Virginia. Generally speaking, the people of the State are giving it a very fair and sympathetic test, and are determined that nothing will be left undone with the letter and spirit of the law that will tend to its enforcement, and *The Missionary Survey* (Richmond, Presb.) says that the State is far more overwhelmingly convinced of the salutary effect of the law now than when it was voted on.

The Newport News *Press* says without hesitancy and with emphasis that its answer to the question whether prohibition is a success in Virginia is an affirmative one. The law has eliminated the saloon, and very few blind tigers are operated in the State. The mere abolition of the saloon, in the opinion of this journal, would have rooted out nine-tenths of the liquor evil, but in Virginia no liquor is permitted to be sold for beverage purposes either in saloons, in liquor-stores, or in dispensaries. So heavily has the traffic been cut that comparatively few of the drug-stores handle it even for medicinal purposes.

The Square Deal, which is published under the auspices of the Richmond Central Trades and Labor Council, reminds us that when State-wide prohibition was put before the people of Virginia many workingmen, along with thousands of others, were not merely outspoken in their opposition to the proposal, but were direful in their predictions as to the disastrous results prohibition must entail. That the result has disproved practically all such dismal foreboding, and that to-day the same men are among the champions of prohibition, speaks well for the law and for the manner in which the authorities are trying to enforce it. Excepting those employed in the brewery and liquor industries proper, this journal goes on to say, workingmen have been even better off than was expected, even by the advocates of prohibition, and while a number of men were thrown out of work through the enactment of the law, many also secured employment as a result of it.

The Lynchburg *News* says that, speaking

Nothing to Do BUT— Turn the Faucet



Any time of the day or night to have

Hot Water

with

Apfel's "Electric Insert"

It will fit *your* Range Boiler

The following are the proper sizes for families consisting of

3	persons.	500	watts.	Price $15.00
5	"	700	"	" 18.00
7	"	1000	"	" 20.00
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Apfel's "Electric Inserts" can be shipped by Parcel Post.

THOUSANDS IN DAILY USE IN ALL PARTS OF THE WORLD

Note: Where power companies make a flat rate of $3.50 or less per Kilowatt per month, Apfel's "Electric Insert" will give better service and heat more water than gas at $1.00 per thousand cubic feet.

Apfel's "Electric Inserts" are intended to be operated continuously 24 hours per day and cost less when so operated.

Order from your power company or write

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STANDARD DICTIONARY superiority quickly become plain to the man or woman who investigates.

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well-dressed men have enjoyed the incomparable satisfaction afforded by the Boston Garter. Today it is recognized as an essential of dress by men of every country in the civilized world.

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THE "Boston" pays daily dividends in "peace of mind." It gives the utmost leg comfort, absolute security and long wear.

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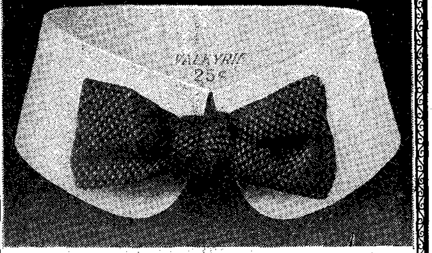

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***CLEANABLE* COLLARS**

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with a little soap and water—on or off. Fine for motoring, camp or vacation. Saves laundry bills. At your dealers or samples direct, 25 cents each. Style book upon request.

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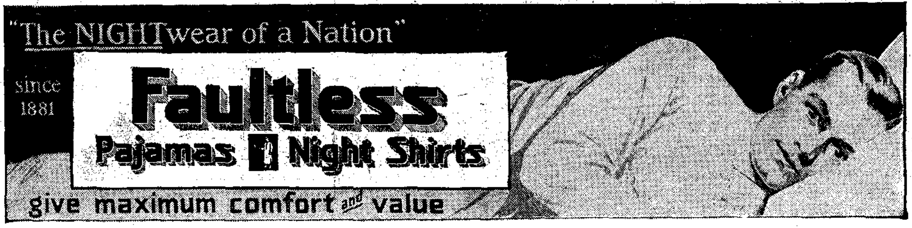
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Faultless
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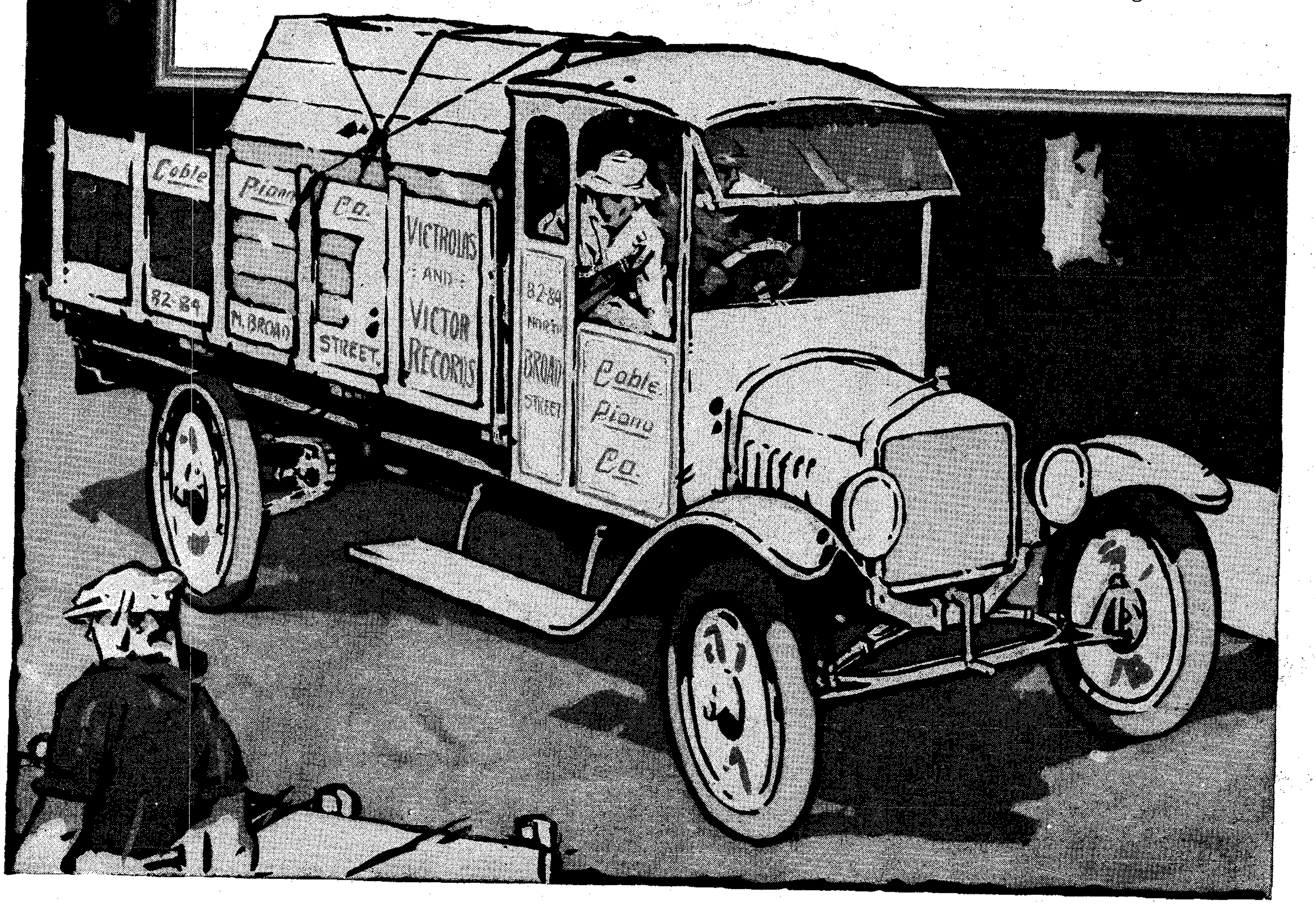
30,500 already in service—many times more than all other makes of attachments combined and more than any other one make of motor truck—is evidence of uniform success in every line of business.

The production, already reaching 7,500 a month, is a guarantee of huge facilities to meet every requirement for immediate delivery.

Universal acceptance of Smith Form-a-Truck in every line of work is assurance of its immediate adaptability to your own requirements.

In exhaustive tests, proved reliability, economy and working ability tests—more severe than could possibly be met in the hardest kind of general service—Smith Form-a-Truck has shown greater speed, lower ton mile cost than has been attained by any other form of delivery of rated capacity of one ton.

These are substantial features on which your own individual selection can safely be based. They are the features which have built for Smith Form-a-Truck universal reputation of lowest hauling cost.



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NO business can afford to be without hauling or delivery service which in every line of work has demonstrated its superiority in such an indisputable manner.

In your own service, if you are using horses, you can at once estimate a saving of from 40% to 60% if you do the same work with Smith Form-a-Truck. It will show a corresponding saving over any other form of hauling or delivery.

Our huge manufacturing facilities, and a service organization which covers the entire country, guarantee you the attention necessary to the proper operation of any motor truck service.

Smith Form-a-Truck combines with any Ford, Maxwell, Buick, Dodge Bros., Chevrolet or Overland power plant to make a fully guaranteed one-ton truck.

Smith Form-a-Truck will convert any used car of these six makes, to which it can be attached, into a productive asset, earning money for you, doing work for you at a cost, including initial expense and operation, that is so low that the sale of your present equipment, if you are using horses, will more than cover the entire outlay.

Write for our engineering analysis of your own delivery and hauling problems.

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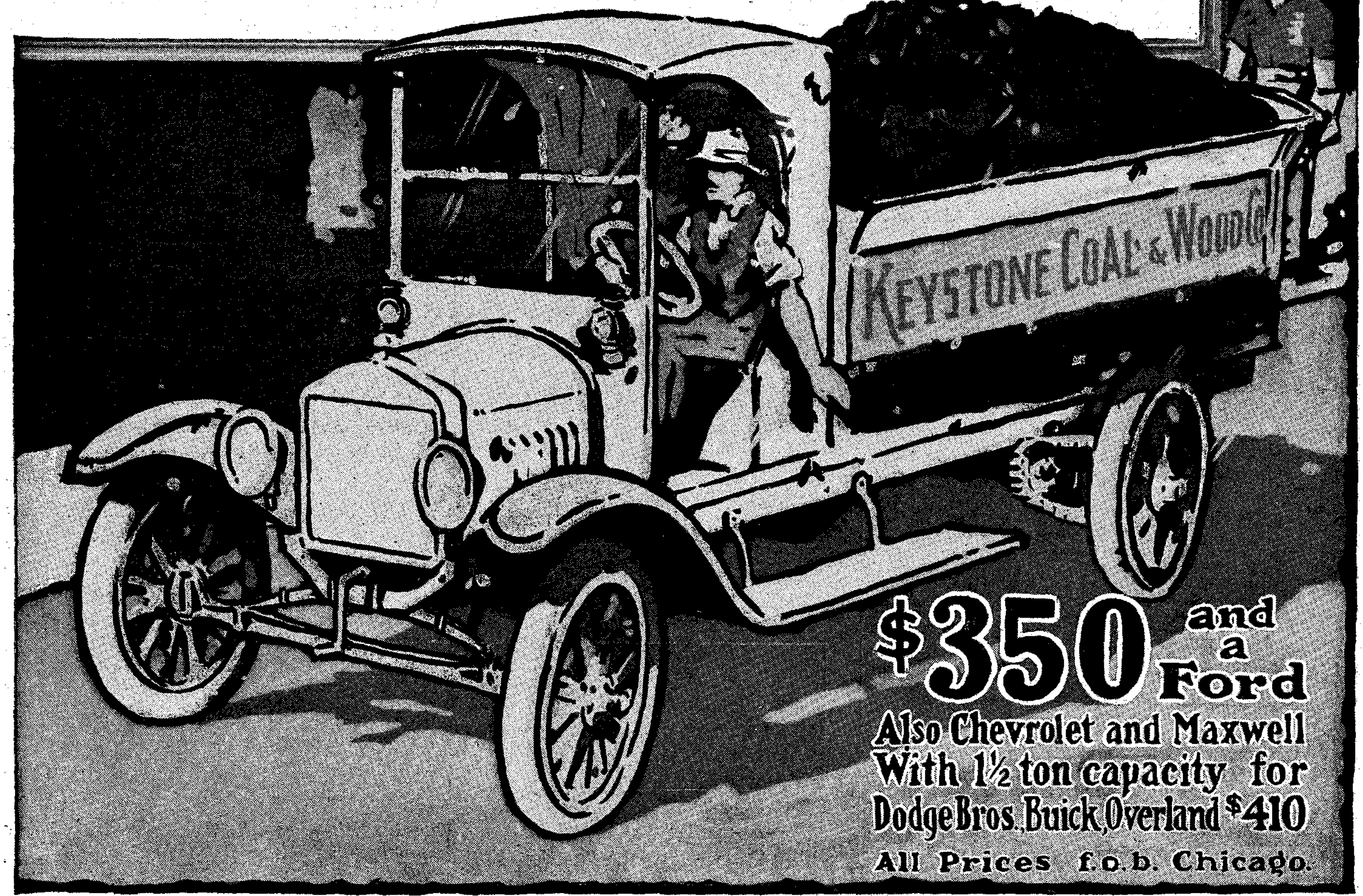

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Also Chevrolet and Maxwell

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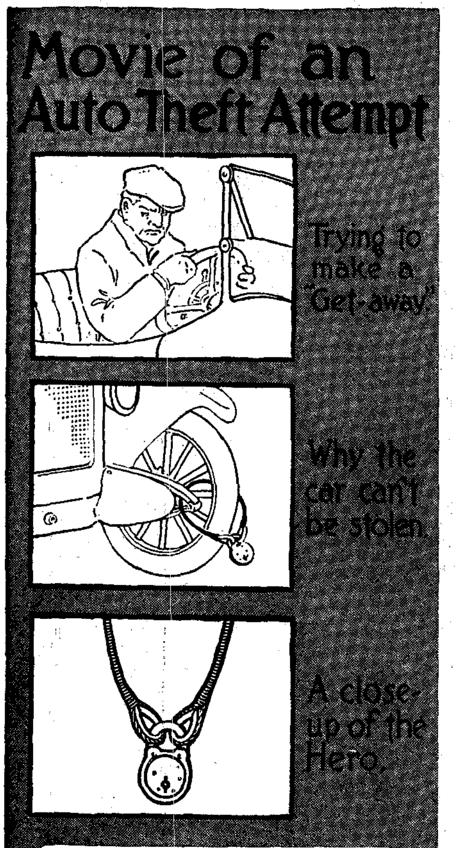
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Trying to make a "Get-away"
Why the car can't be stolen
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is more than a "reel" hero. The genuine protection it affords both cars and spare tires is a *reality*—attested to by thousands of owners the country over.

Powersteel Autowlock puts the car thief out of business so far as *you're* concerned. It's four feet of waterproofed Yellow Strand Wire Rope with an eye in each end, and a stout brass lock. Some insurance companies reduce their rates 10% if you use one. Price, east of Rockies, $2.25.

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Unfurl Old Glory

In bas-relief on the base of this beautiful desk flag PAPER WEIGHT is Stephen Decatur's declaration of loyalty. OUR COUNTRY—*In her intercourse with foreign nations may she always be right; but our country right or wrong.*

SHOW YOUR COLORS

No. 7348 Silver Plated $1.50 each

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Dealers--Write for Proposition

An artistic ornament made by quality silversmiths. Flag of silk, attached by movable halyards to 5 in. staff, imbedded in solid metal base.

Every table in every home, every desk in every office, should display the Stars and Stripes.

Get one from your jeweler, department or stationery store, or we will send direct, postpaid, on receipt of price. Satisfaction or money returned without question.

R. BLACKINTON & CO.
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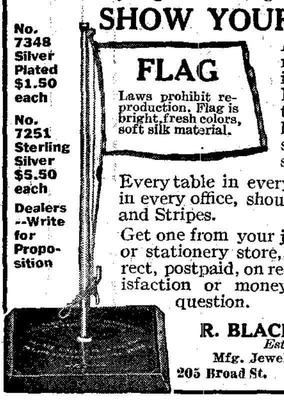

FLAG
Laws prohibit reproduction. Flag is bright, fresh colors, soft silk material.

generally, prohibition does prohibit in Virginia, and has effected a radical reform in the economic affairs of the Commonwealth. Of course, it is not pretended that prohibition absolutely prevents all traffic in liquor, but the contention of this journal is that in Virginia the law substantially answers prohibitive purposes. It is outlawing the liquor business, it has insured a situation in which millions less of Virginia money are expended for liquor and diverted into wholesome lines of barter.

The Danville *Register* is much imprest by the report of newspapers throughout the State, irrespective of their attitude toward prohibition, which bear testimony to the reduced number of arrests for drunkenness, disorder, and minor offenses of every character. In several cities the jails are being depopulated and sheriffs and sergeants are discharging their deputies. Those who have been advocating prohibition for years, observes the Staunton *Leader*, expected great things as a result of the law, but they did not dream the results would be at once so overwhelmingly satisfactory, and this journal rejoices that all classes of citizens seem to be friendlily disposed and to be ready and willing to have the law meet the fullest expectation of its supporters.

The Petersburg *Index Appeal* informs us that the law is being more rigidly enforced in that city than in any other of the State, at which it is not surprized and adds:

> "It is but stating a fact to say that many who voted against prohibition have told *The Index Appeal* they would not vote to bring liquor back to the city. The 'quart a month' has been but little in evidence. While it may be that men are getting drunk in private on that lone quart and such others as they are able to obtain, the fact that public drunkenness has disappeared from Petersburg is not to be questioned. This alone is sufficient, in the minds of many, to justify the law."

The Portsmouth *Star* says the experience of Virginia has convinced even those who opposed prohibition that it is a good thing for the State, and the Roanoke *Times* relates that as far as it has been able to discover, the newspapers of Virginia without exception are agreed on this point. Also the effect of the law on business has not been at all what the calamity-howlers predicted. The statement is made repeatedly, we are told, that the saloon is gone to stay and *The Times* believes this is true. The Pulaski *Southwest Times and News Review* also maintains that prohibition has had a good effect on business and tells us that various enterprises have rapidly occupied shops vacated by saloons, and this journal notes with pleasure the amazing decrease in the number of drunk and disorderly cases in the police courts.

ARKANSAS (1916)

In Arkansas we hear from the Fort Smith *Times-Record* that prohibition has been the best moral and economic investment the State has had in years. There is more general prosperity now, more hopefulness, more cheerfulness than ever before known, and this journal is of the opinion that Arkansas has just one further duty to perform, which is to help make the nation dry. "What has proved so good for us, what has lessened our crime and increased our prosperity," *The Times-Record* claims, "belongs to the nation as well as to us, and we should help push it along." The Little Rock *Arkansas Gazette* thinks there can be no doubt that prohibition in Arkansas is generally conceded to have brought many benefits.

The Clarksville *Democrat* is among the journals which rejoice in the enactment of the "bone-dry" law following the Webb-Kenyon decision of the United States Supreme Court. The new régime has come upon us almost before we can realize what has happened, it says, and hundreds of habitual consumers of liquor who saw the incoming tide of prohibition and rushed orders by telephone and telegraph to their favorite mail-order houses just over the State-lines for a generous supply learned to their sorrow that there was not sufficient time for delivery before the falling of the lid.

The Morrillton *Democrat* believes the "bone-dry" bill one of the best measures ever passed in the State, and thinks that the "liquor curse" of Arkansas is now removed. The progress has been slow and steady for many years in this direction, we are told, and "the faithful old workers in the cause should have the prayerful thanks of all just men and women for their successful fight." Parenthetically this journal says that "the 'bone-dry' bill does not make any difference to us. We were too poor to buy liquor anyway."

The Harrison *Times* believes that from the press of the mountain districts, if not from the entire State, the answer to the question whether prohibition has been a success in Arkansas must be in the affirmative. Prohibition has lessened crime and provided more money for workingmen's families, according to the Conway *Arkansas Farmer*, which informs us that many banks report savings-accounts started by workingmen who formerly wasted their money for liquor and caused their families to be objects of charity. Perhaps the most powerful argument in support of prohibition, we are told, is the statement of owners of factories that before saloons were abolished employees' checks were cashed by liquor-sellers, while now they are given to some merchant or directly deposited in savings-accounts, and the employees lose less time, work better, wear better clothes, and eat better lunches. *The Arkansas Methodist* says the enactment of the "bone-dry" bill is a great victory for righteousness, and adds:

MICHELIN

9 Ways to Judge Tires - No. 2

This series of nine talks on how to judge tires is designed to take the uncertainty out of tire-buying by helping the motorist to determine before-hand what mileage he may expect from the various tires he is considering. The next advertisement in this series will appear on June 23, 1917.

"The "Ruler" Test

PRACTICALLY every tire dealer nowadays can show you cross-sections of the makes of tires he carries in stock. This gives you an opportunity to gauge the actual quantity of rubber and fabric in various tires—a chance to tell how much of the real mileage-giving materials you are getting for your money.

Take a ruler and *actually measure for yourself* the thickness of the tread in the tires you are considering.

MICHELIN SUPER-STURDY CONSTRUCTION

If you apply this test, you will be astonished at the remarkably heavy construction of the Michelin Universal Non-Skid.

This tire really has a *double* thickness of rubber, for its non-skid tread has been superimposed on the already sturdy Michelin plain-tread.

Two breaker-strips instead of *one* are used in all sizes, even the smallest; and from *five to eight* plies of fabric in the body of the tread give it extra durability.

But the important point is this: before you buy your next tire, apply the "ruler test". It will help you to a wise selection.

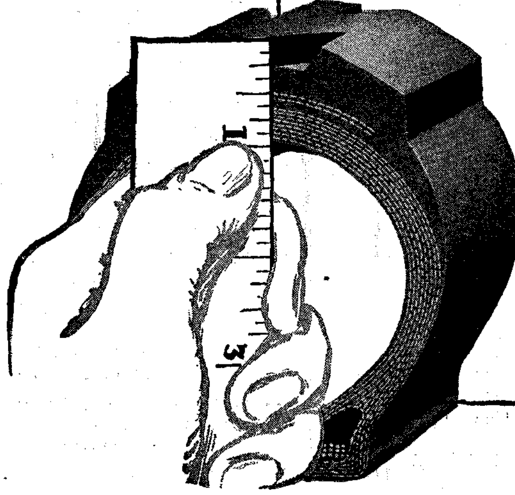
Previous Advertisements
In This Series:

No. 1—Judging Tires by Weight
(*Michelins weigh 12 to 15% more*)

Michelin Universal Treads and Red Inner Tubes

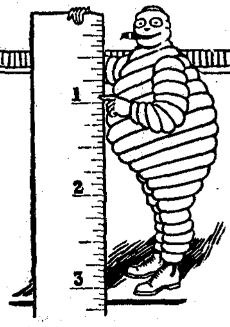
Inch Sizes	Straight Side	Q. D. Clincher	Red Tubes
30 x 3½	......	$20.70*	$3.95
32	$23.10	......	4.10
34	24.60	......	4.50
31 x 4	......	29.15*	4.80
32	31.35	31.35	5.40
33	32.20	32.20	4.95
34	32.75	32.75	5.80
35	......	33.55	5.30
36	35.50	35.50	6.15
34 x 4½	43.30	43.30	7.60
35	45.55	45.55	6.80
36	46.50	46.50	8.00
37	......	48.10	7.25
35 x 5	53.10	53.10	9.35
36	......	54.35	9.45
37	55.00	55.00	9.60

*Michelin Soft Bead Clincher



FREE:—Michelin's 56-page illustrated "Tire Users' Hand-Book" will help you reduce tire bills. Not an advertisement only. Write for free copy today.

MICHELIN TIRE CO., Milltown, N. J.



Swift
Swift's Premium Bacon
Swift & Company U.S.A.

Get your favorite bacon in the form you like best

To give you not only exceptionally delicious bacon, but bacon in just the form you prefer, "Swift's Premium" is packaged in three different ways.

You can get it in the always popular strip, or in slices put up snugly and either sealed in glass jars or protected in parchment-wrapped boxes.

And such appetizing slices! Slices with the rind carefully trimmed away, slices that are absolutely uniform, and cut neither too thick nor too thin!

Serve "Swift's Premium" Bacon often. Seven days a week your family would enjoy the flavor the famous Swift cure gives. You will appreciate the convenience of getting their favorite bacon in the form you prefer.

"Swift's Premium" Bacon
Swift & Company, U. S. A.

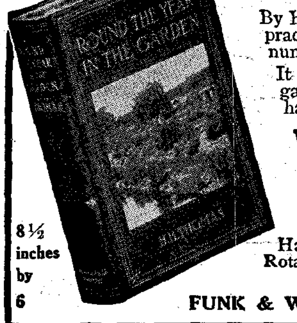
"Have Lost 24 Pounds With No Inconvenience"

writes a lady in Florida. "I was having trouble in digesting anything. Altho the doctors changed diets frequently I was overweight 43 pounds. I mapped out a balanced ration by the food table in **'How to Live,'** started with the prescribed exercises and have lost 24 pounds with no inconvenience, digest anything I eat, and am now beginning to really feel well." Get your copy of **'How to Live'** to-day. It will tell you all about your body and its care. Prepared by eminent Physicians. *Cloth bound, $1.12 postpaid*
Funk & Wagnalls Company **New York**

When Baby Gets Sick

his puzzled, anxious Mother will find a friend in need in this handy little book,
The Health-Care of the Baby
by Louis Fischer, M.D., the famous child-specialist. It explains simply and completely all the points of the baby's care—his feeding, bathing, clothing, exercise, etc.—that must be considered in preventing sickness, and it gives directions in the treatment of digestive troubles, convulsions, colic, croup, earache, poisoning, accidents, etc., etc. **Cloth bound, 75c; by mail, 83c.**
FUNK & WAGNALLS COMPANY, New York

Round the Year in the Garden



8½ inches by 6

By H. H. Thomas, author of many popular books on the subject. This is a practical guide to the care of the soil and the planting and raising of a very numerous variety of flowers and vegetables.

It is, moreover, beautiful as a gift book or for your own enjoyment as a gallery of exquisite flowers, etc. 12 splendid color plates and 64 full-page half-tones beautify its pages.

What To Do Each Month in the Garden

is shown with directness and practicality in its pages. In a hasty glance through the index the eye falls upon such subjects as Lawns, Berries, Asters, Chrysanthemums, Roses, Climbing Plants, Dahlias, Expense of Gardens, Fertilizer, Flower Borders, Frost, Greenhouses, Hardy Annuals, Hedges, Kitchen Gardens, Lilies, Vegetables, Rock Gardens, Rotation of Crops, and a host of other things connected with gardens and gardening.
Octavo, cloth. Illustrated. $2.00 net; by mail $2.16
FUNK & WAGNALLS COMPANY, Dept. E, 354-60 Fourth Ave, NEW YORK

"The full magnitude of the achievement can be realized only as one becomes aware of the fact that many of those who had opposed prohibition were first to favor the 'bone-dry' measure, thus announcing their belief that the people of Arkansas really desired genuine prohibition and all the protection from the evils of the liquor-traffic possible under the law and Constitution."

COLORADO (1916)

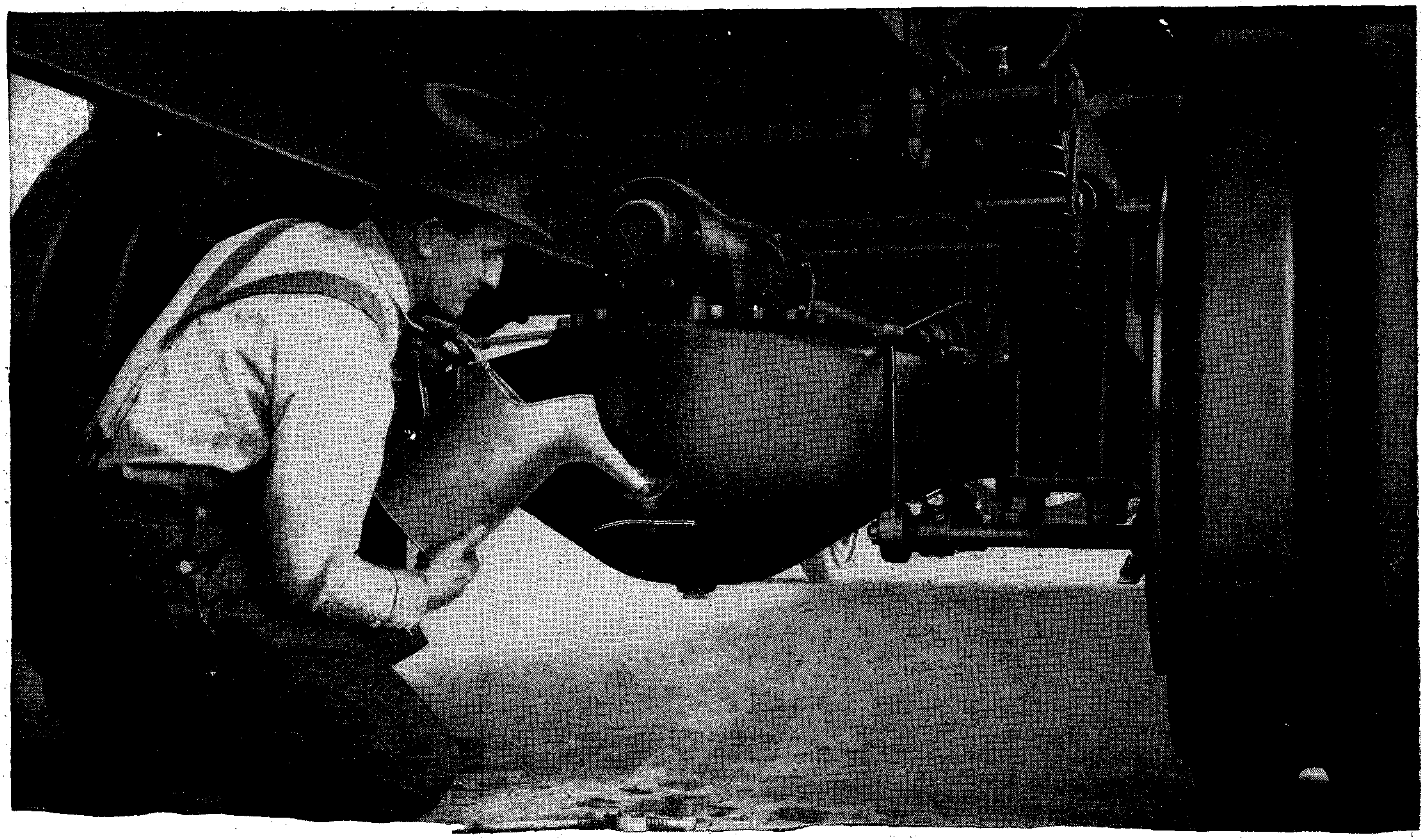
In Colorado we hear from the Pueblo *Chieftain* that prohibition is not a live issue in that State, because, as with woman suffrage, it has been settled permanently, and the number of persons who desire a reopening of the discussion is politically inconsiderable. No one who is honest and intelligent can deny that prohibition has been a success in Colorado, this journal goes on to say, and mainly for two reasons. First, the State has a good law, and, secondly, the law has been well enforced.

The Pueblo *Star Journal* considers that the best evidence that prohibition has been a success and that the benefits from it have been tangible and worth while is the majority recorded last November against the proposed "beer amendment," which sought to legalize the manufacture of beer in the State. In the November election of 1914 the people of Colorado voted the State "dry" by about 11,000 majority, and last November the beer amendment was defeated by a majority of 75,000 votes.

The editor of the Leadville *Herald-Democrat* tells us that it is difficult, if not impossible, to enforce strictly a prohibition law that permits practically unlimited shipments for individual use. The problem is particularly complex in the foreign section where the Slav smelter-workers can not understand prohibition legislation and are certain to break the law. Many of the offenders arrested in raids were Austrian women who sold beer. Yet, altho the figures would indicate that Colorado is one of the "wet" States, judged by the liquor shipments, this observer believes there is less drinking, and that to that extent the cause of temperance has been advanced. Many who feel they must have their liquor drink it in their homes or their rooms, but there is an end to social bar-tippling, which absorbed both time, money, and health, and we read:

"Figures can be quoted indicating increases in savings-bank deposits, in general prosperity, in more satisfactory work in mines and smelters. One hears no complaint from employers of labor on the score of decreased efficiency due to the disappearance of the saloon. The story is quite the other way.

"Abolition of the saloon and prohibition are two different questions, however, and Colorado has not reached the latter stage. When fanatics get to arguing the question of prohibition there appears to



All He Needs to Do

Just pour in oil—that's all your driver needs to do to lubricate a Timken-Detroit Worm Drive Axle.

He fills the housing to the level of the oil vent—replaces the cap—the job is done.

The lower half of the worm wheel turning constantly in a bath of oil carries the lubricant *to every moving part.* Even the bearings which support the worm and worm wheel set up a pumping action that accelerates the circulation of the oil.

But simplicity of lubrication is only one of the advantages of Timken-Detroit Worm Drive Axles. Consider the small number of working parts—their method of installation in an *oil-tight, dust and dirt-proof housing*—the freedom of all working parts from vibration and driving stresses, and last but not least, the accessibility of every part should an accident make replacement necessary.

These are the things that brought worm drive into leadership as the simplest and best method of power transmission in use today under commercial cars.

Recently a prominent truck builder checked up the service records of 32 of his trucks equipped with worm drive. The owners reported that these trucks had run 1,179,620 miles, an average of 36,863 per truck. The greatest distance mentioned was 79,500 miles, the least was 14,000.

And not one had had any trouble with the worm drive or required any attention except occasional lubrication.

Go over a list of the big successful truck manufacturers with an established output. *Sixty-seven of these makers build worm drive trucks exclusively and 43 of that 67 use Timken-Detroit Worm Drive Axles.*

The total number of trucks having Timken-Detroit Worm Drive Axles now number into the tens of thousands, *yet not one has ever worn out a Timken Worm and Worm Gear.*

Authentic mileage records ranging from 75,000 to 150,000 miles with the original Timken Worm Gearing still giving perfect service without repair or replacement is a record we believe no other form of power transmission has ever approached.

THE TIMKEN-DETROIT AXLE CO.
Detroit, Mich.

TIMKEN-DETROIT AXLES

LEA & PERRINS SAUCE

The Original Worcestershire

THE RECIPE of A Nobleman IN THE COUNTY

WILD fowl and game hung high by happy hunters, cook prepared and cupboard stocked for feast and merry-making—it was in the midst of such revelry in the olden, golden days, that the original Worcestershire Sauce was introduced.

¶ And, today, this same rich, appetizing seasoning—now known the world over as Lea & Perrins Sauce—holds highest honors with all lovers of good living as well as with all chefs and housewives.

¶ To steaks, roasts, chops, cold cuts, fish, curries, eggs and cheese it adds a piquancy of flavor most difficult to describe.

¶ In gravies, soups and salad dressings it lends a peculiar snappiness quite impossible to obtain in any other way.

Bulb Growing for Amateurs

By H. H. Thomas. Tells all about the planting, treatment and cultivation of bulbs, indoors and out. Profusely illustrated. Cloth. 60c net, by mail 68c.

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

A Working Grammar of the English Language

by James C. Fernald, L.H.D. English grammar presented so concisely, simply, accessibly, that it is of constant value to everyone who needs practical information. Cloth, $1.50; by mail, $1.62.

FUNK & WAGNALLS COMPANY, New York

President Wilson's War Message

Ready for Framing, 50 Cents

"This incomparable message is at this very hour being read and commented upon in all our schools as THE MOST PERFECT CHARTER OF HUMAN RIGHTS, and which fully expresses the virtues of your race."
—*Rene Viviani, former Premier of France.*

This most important document ever presented by an American President, which will rank with the Declaration of Independence, has been handsomely reproduced for you on Japanese vellum paper, in black, crimson, and gold inks, with initial letter embellishments, ready for framing. Size 14 by 20 inches. Every schoolroom in the country should have this momentous document on its wall. Every public institution should find a place for it.

It should be enshrined in every patriotic home, to be read now by fathers, mothers, and their children and preserved for the generations to come. In professional and business offices it will not only be ornamental but will lend a character and dignity that nothing else will. *Price, 50 cents each, carefully prepared for mailing.* Get your copy to-day, or, better yet, buy a dozen copies and distribute them where they will do the most good.

THE LITERARY DIGEST, 354-360 Fourth Avenue, NEW YORK CITY

be little chance for common sense to have much play. To deprive the human race of alcoholic beverages may be a tremendous piece of 'uplift,' but it seems hardly feasible. 'Bone-dry' legislation is not popular legislation, but appears to be foisted on States through combinations of fanatics on one hand and on the other of liquor interests hopeful of creating a reaction."

The Grand Junction *Sentinel* does not believe there is a single contention that prohibition has not been a success in Colorado which can withstand a showing of the real facts. In spite of all predictions to the contrary, we are told, Colorado has gained wonderfully, not only from a moral, but from a financial standpoint.

The Boulder *Camera* recalls the time when "liquor-crazed men with a bottle in one hand and a torch in the other set Colorado afire in a very orgy of outlawry," when property and life were destroyed, and Colorado was painted in hideous colors, as files of The Literary Digest will show. The wrong story of Ludlow was put on the wire, "yet we were not blameless," and this journal adds:

"Our licensed saloons had inflamed the passions of ignorant men to the point of vengeance for wrongs real and fancied, and the end of the strike was but a truce all felt could not be enduring. There was much fight left in the bottle. Colorado smashed the bottle. It went out of the saloon business. It saved the situation. Now we have industrial peace because we have sobriety; now we have two hundred fewer convicts in our State penitentiary tho Colorado is larger by 150,000 citizens than it was when Colorado was 'wet.' Our banks are bulging with the deposits of the thrifty. Old saloon-buildings are filled with the stocks and machines of useful business and industry. We are saving millions annually on our drink bill."

The Boulder *News-Herald* also notes as excellent reasons Colorado has for dissolving its legal partnership with booze the fact that people have suffered in many acts of property destroyed, assault, incendiarism, and murder in a bitter industrial war, and we read:

"Since the saloons have gone there has not been a strike in Colorado. The Industrial Commission, established in 1915, settled seventy-five controversies satisfactorily during 1916. Seven labor disputes were formally investigated and awards given without the industrial peace of the State being disturbed. The members of the Commission say that if the open saloon had been in existence several of these disputes would surely have ended in strikes, accompanied by violence and crime. Prohibition, supplemented by wise industrial legislation, has kept Colorado in peace."

The Sterling *Advocate* says that bankers and men engaged in various business occupations, many of them at one time opposed to prohibition, are so elated over

(*Continued on page 1655*)

100% WATSON Tractortruck

THIS is not heavy hauling equipment *in name only.* It's a Tractortruck that *delivers the goods* while you're figuring on *how* to get away with the job with a conventional truck.

Not a Tractortruck of *mere promise,* but one of *sheer performance,* that tackles the heaviest hauling problems and turns the trick without a whimper, with a certainty of achievement that admits of no parallel, with the least labor, the lowest cost, and a regularity that profitably utilizes sixty full seconds to every minute.

That's the Watson, built and backed by the world's largest makers of Bottom Dump Wagons and developed from over thirty years of expert study of heavy hauling equipment problems.

The Watson Tractortruck is a big, growing-daily-bigger proposition. Prospective users who have measured its merits have unhesitatingly put it on their individual jobs and *kept* it there because it proved its heavy hauling supremacy right from the start.

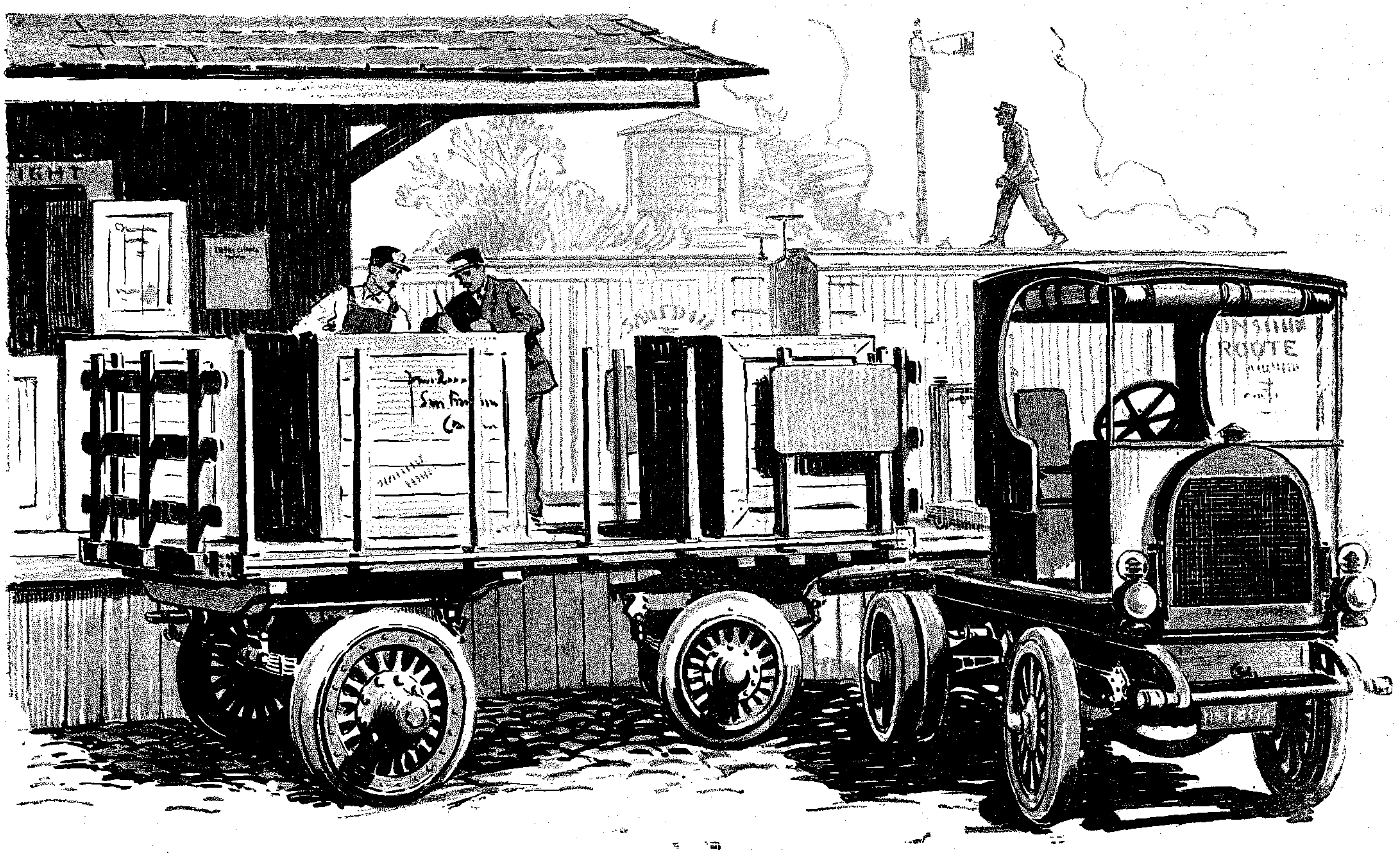
DEALERS who have had costly experience with the fables and foibles of conventional truckdom, have found the Watson a source of sales and profits worthy of their best energy. Our Selling Plan and exclusive territorial arrangements are waiting for your wire.

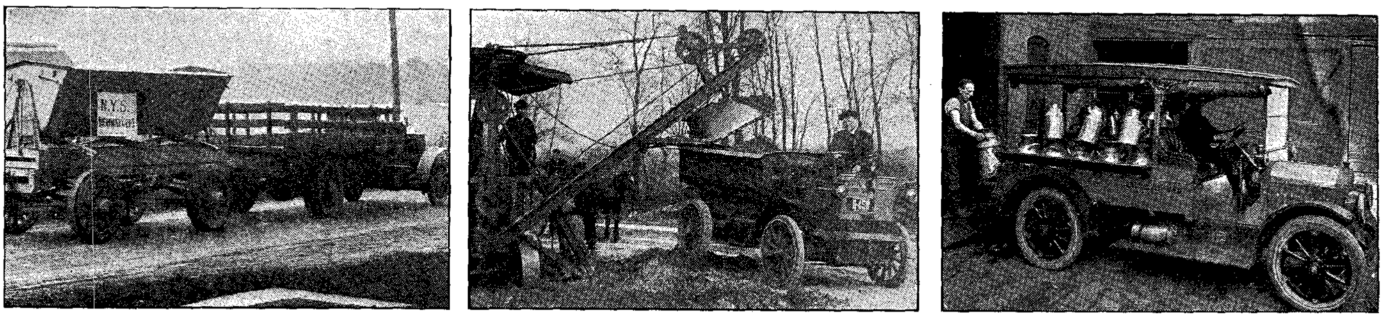
Send for special literature on 100% Tractortrucks, Tractors, Trailers, Semi-Trailers, and Wagons

WATSON WAGON COMPANY

Largest Manufacturers of Bottom Dump Wagons in the World

41 Center Street Canastota, N. Y.





The Uses of the Motor-Truck, Single or with Trailer, Are Rapidly Multiplying

PATRIOTIC EFFICIENCY AND THE MOTOR-TRUCK

By HARRY WILKIN PERRY

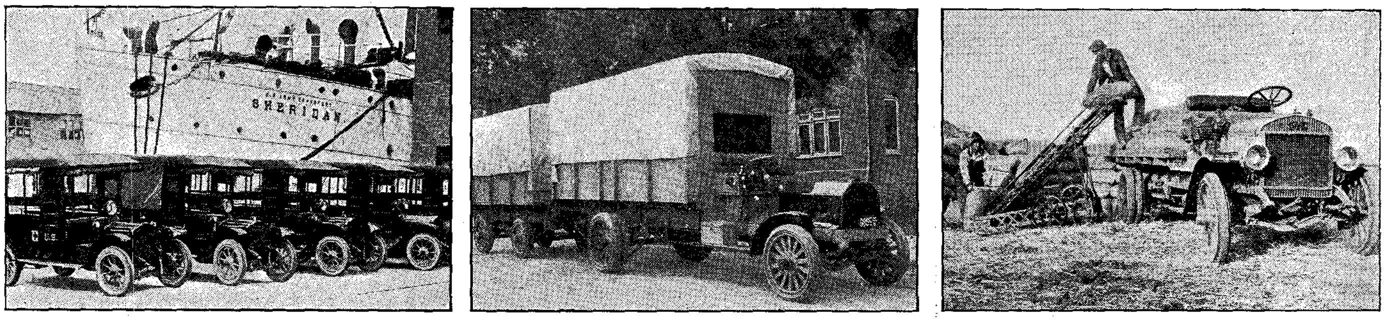
Secretary Commercial Vehicle Committee of the National Automobile Chamber of Commerce

HOW the prosaic motor-truck is linked up with patriotic service to one's country may not be apparent at first thought, but consideration of the facts will make the relation very evident. The President has emphasized in a public proclamation what leaders in the various industries have urged repeatedly, that the great need of the hour is increased efforts and efficiency in the production of foodstuffs and innumerable articles of manufacture. This pressing need comes at a time when there is a labor shortage and every able worker is already fully occupied, and when a million of men are to be withdrawn from industrial and agricultural pursuits to form an army. If the United States is going to perform the part in the war it has undertaken, it is absolutely essential that there shall be a big increase in agricultural products, that great numbers of shops shall be built, that the production of military goods of all kinds shall be expanded, and, particularly, that every possible means of expediting the transportation of the unprecedented volume of shipments shall be used.

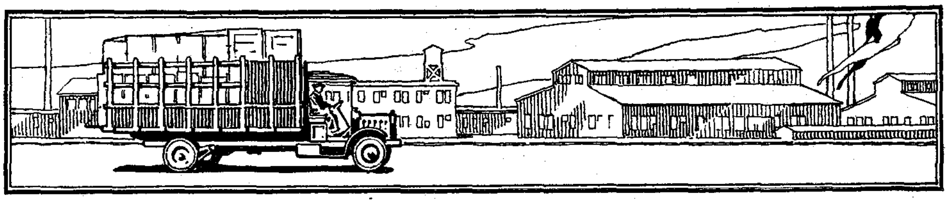
All this necessary increase in activity, taken in conjunction with the shortage in man-power, means that more efficient methods must be adopted and that much more labor-saving and time-saving machinery must be utilized. The commercial motor-vehicle is preeminently a machine of this kind, and it has the further great economic advantage that its wide-spread use will conserve the supplies of human foodstuffs. A motor-truck, operated normally ten hours a day, performs the work of at least three horse-drawn vehicles, on a conservative estimate. That means from three to six horses. According to the reports of the Department of Agriculture, five acres of land are required to maintain one horse for one year, while three acres will support one man. Each motor-truck put into service releases twenty acres of tillable land on a conservative estimate, which will support seven human beings if devoted to the production of human foodstuffs instead of feed for horses. Careful estimates show that there are already in use in the United States three hundred thousand commercial motor-vehicles, which release a total of six million acres of land that are capable of supporting two million human beings. This is a mere drop in the bucket compared with what might be done. The Department of Agriculture estimated that on January 1, 1915, there were 21,195,000 horses on farms in the United States, and, in addition, 3,182,789 horses that were not on farms, making a total of more than 24,000,000 horses in the country. These required for their support 120,000,000 acres of land capable of supporting forty million persons.

Notwithstanding the large number of horses and mules in the country, there is a real shortage of animals suitable for cavalry and military transport purposes. Our Allies have drawn upon this country for about three-quarters of a million horses and mules for army purposes since the outbreak of the war, and have scoured the producing sections of the country for suitable animals.

The horse is by all odds the most inefficient source of power that we use. On the farm the horse averages only three hours' work a day, and the work he does costs about twelve or thirteen cents an hour. If the work-horses in the country were displaced by farm tractors and motor-trucks, as passenger automobiles have largely displaced the pleasure horse, or family carriage horse, the wheat yield of the country could be increased 50%, or the corn crop doubled. Many farm tractors operate on kerosene, which is now a drug on the market, and undoubtedly in the near future motor-trucks also will be operated on kerosene. They, therefore, do not take from the land anything that can be used for human consumption.



Trucks are here shown in Government Service, Heavy Freight Service, and Hauling Grain



Russel

Internal Gear Drive Axles

The Russel Internal Gear Drive Axle has retained and improved all the good features of the chain drive — and has eliminated all the bad ones.

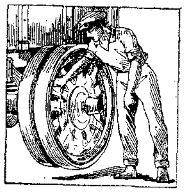
The chain drive, when new, is the most efficient type of drive for motor trucks. But it soon loses its efficiency as the chains yield, wear rapidly and become noisy.

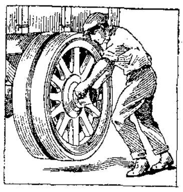
The Russel Drive transmits the power close to the rims of the wheels—not at the hubs like other types of shaft-drives.

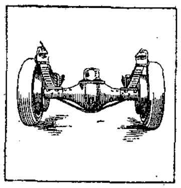
To illustrate our principle, jack up your truck, or any vehicle for that matter, and note that it is easier to turn the wheels by the rim than by the hub.

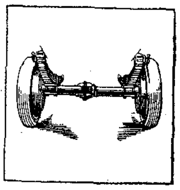
The Russel Drive affords unusual ground clearance, because it employs no heavy, bulky housing to carry the load.

With other types of shaft-drives, a heavy, bulky housing, in addition to radius rods, is necessary, because besides transmitting power, the axle must carry the load.



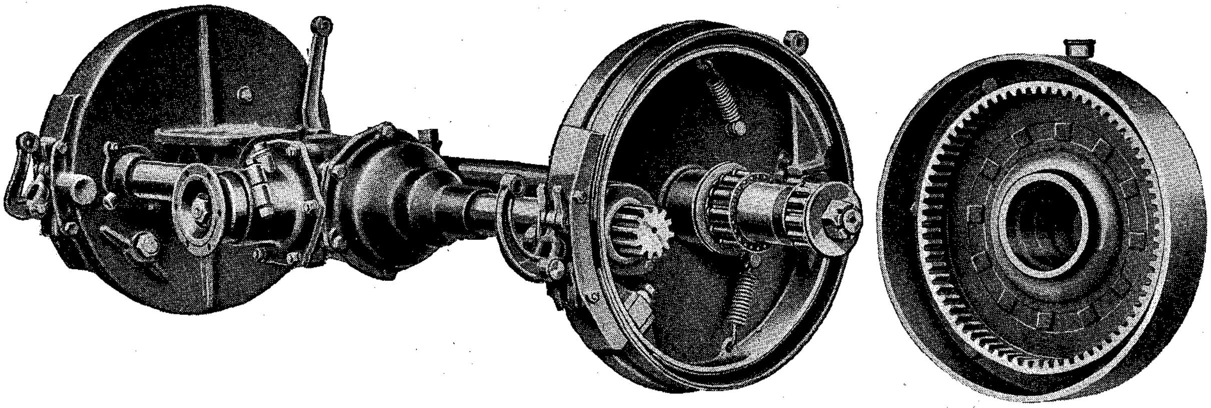






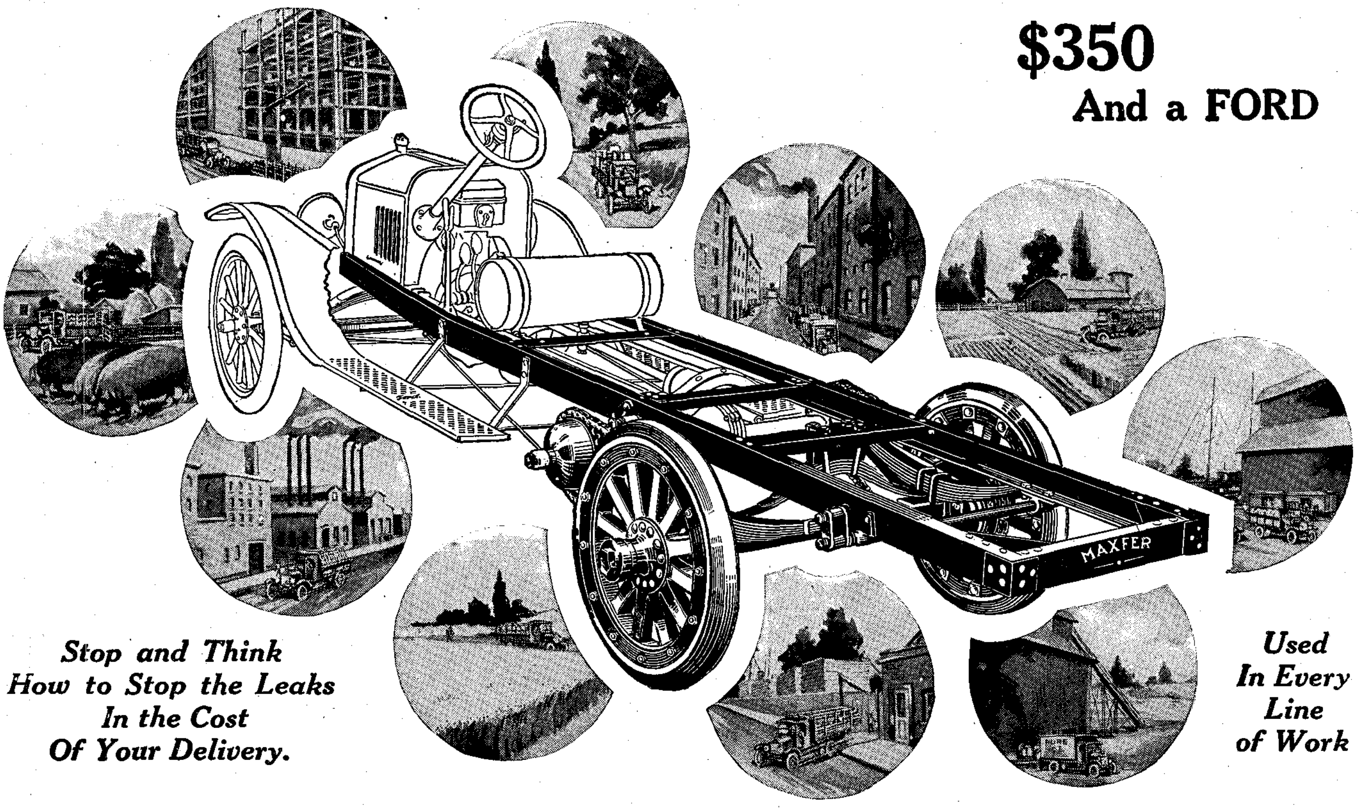
These are but two of the many outstanding features of the Russel Drive. Why should you not specify a Russel Drive on your next truck?

Russel Motor Axle Company
North Detroit



MAXFER

The Realization of the Greatest Truck Value in the World



$350
And a FORD

Stop and Think
How to Stop the Leaks
In the Cost
Of Your Delivery.

Used
In Every
Line
of Work

Maxfer Means Economy

Economy in these stirring times means success. 12,000 business men have found that the Maxfer means economy in their delivery. The Maxfer truck hauls cheaper mile for mile, ton for ton, than any other method of delivery known.

Maxfer makes a Ford, used or new, into a one-ton truck at the cost of $350 and a Ford. It is the most economical, the easiest and quickest to attach of any truck maker on the market. The Ford chassis is not changed. The Ford axle is not cut off. The Ford frame is not cut off.

Two men in three hours can change a Ford into a Maxfer one-ton truck, and the result is the cutting out of the high cost of horse delivery.

We have 1233 dealers in the United States, 1100 of them having been added since last August. The Maxfer is now used in every line of work. The Maxfer has made a record for economical hauling. You cannot afford to use horses when the Maxfer will do your work for half the cost.

MAXFER
THE WHALE FOR WORK
TON TRUCK

Maxfer Truck and Tractor Co.
908 So. Michigan Avenue, CHICAGO

MAXFER
THE WHALE FOR WORK
TON TRUCK

There are in the country 4,100,000 farms of fifty acres or more in extent, each of which could use one or more motor-trucks. There are at least 1,650,000 farms of 160 acres or more in extent, which could use motor-tractors with economy. A census taken last February shows that not more than 34,371 farm tractors will be used in the United States this season, so it is evident there is a great opportunity here for the American farmer to increase his efficiency. With the big farm tractors that are used on the immense farms of the West, one tractor can plow, double-disk, and seed twenty-five acres a day, accomplishing the work of one man and a team for two weeks, and the same tractor can be used later for harvesting, threshing, and moving the crop to market.

The farmer, the merchant, and the manufacturer can all perform a patriotic duty by making a more extensive use of the time- and labor-saving motor-truck and tractor to the fullest possible extent and at the same time increase their own profits and efficiency. Innumerable examples have been published of the advantages and economies effected by the use of motor-trucks and need not be repeated here. With an urgent demand for a greatly increased output of our farms and factories, there is going to be a big increase in the demand for motor-trucks unless all of the indications of the time are wrongly interpreted.

During the unprecedented railroad freight congestion that has existed for the past two years, and now threatens to increase, motor-trucks have tendered a relatively small but very useful service in moving freight for distances of one hundred and even more miles. Such service, however, can be greatly increased. A careful calculation shows that the three hundred thousand motor-trucks now in use give a total yearly mileage of four and one-half billion. Assuming that the average load carried is only two tons, and that half the mileage is covered without load, this means a ton-mile service of four and one-half billion. At the railroad rate of seven-tenths of a cent per ton-mile, this represents a value of $31,500,000, but by far the majority of the trucks take the place of or supplement horse-drawn vehicles instead of railroads. The average cost of hauling by horse from farm to market is about 24c. a ton-mile, while the average cost of haulage by horse in cities is 17¾c. Taking 20c. as a fair average value of haulage by road, the present annual motor-truck service is worth $900,000,000 per year.

So long as the labor shortage continues and the railroad congestion is not very materially relieved, the ownership of a

DODGE BROTHERS
CLOSED CAR

The varied uses to which the convertible sedan may be put make an especial appeal to women

For shopping, for touring, for social functions—it is always ready the whole year 'round.

Touring Car or Roadster, $835. In Canada, $1185
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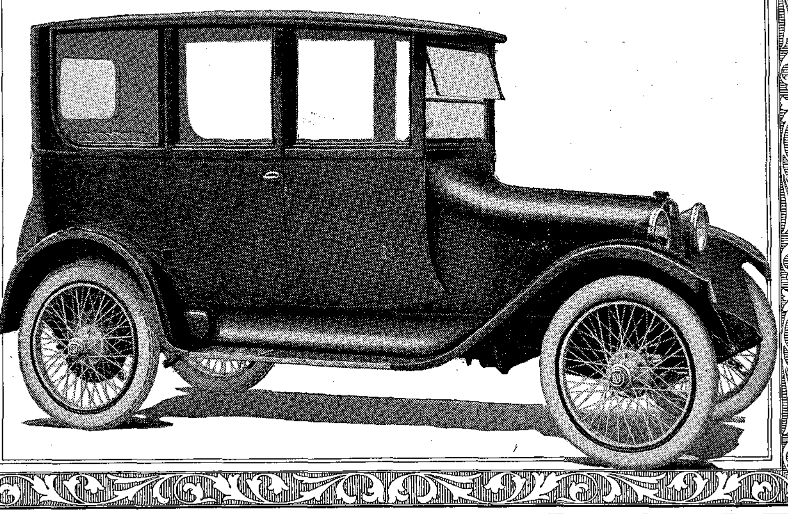

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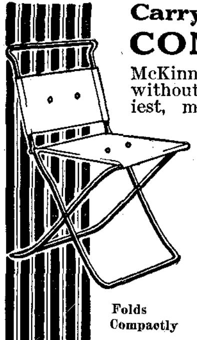

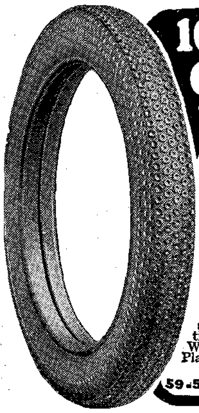

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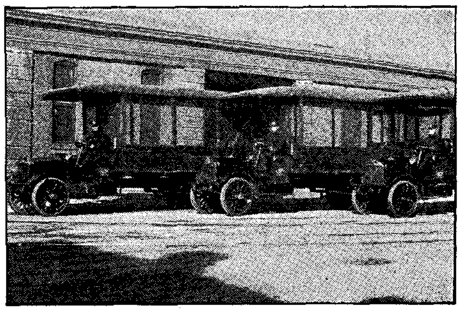
motor-truck is going to be much more of an asset to the owner than ordinarily, as it will save him many annoyances and delays in moving his product and freight and generally expedite his business.

Fortunately, the manufacturers of motor-trucks are in very much better position to supply the demand than ever before. Whereas, in 1914, the total production of commercial motor-vehicles in the United States was only about 35,000 or 40,000, this was increased to 90,576 in the calendar year 1916. This abnormal increase was due, in large measure, directly and indirectly, to the war. War-orders for American trucks from the European nations caused our exports of these vehicles to increase from 3,430 in 1914 to 22,095 in 1915, and 18,903 in 1916, accounting for an increase in production of 37,568 machines in the two years.

The stimulation of all American industries as a result of purchases of all kinds of supplies in this country by the foreign nations accounted for the rest of the increase in production of motor-trucks in 1915 and 1916. The extension of manufacturing facilities by the truck-makers to take care of this new business, and the subsequent completion of war-orders from Europe, place the manufacturers in an excellent position to take care now of the needs of the American Army and American industries. The War Department at Washington will require 35,000 to 40,000 motor-trucks for use in connection with the army of one million men that is to be raised this year. It is expected, however, that the orders for these will not interfere with the ability of the manufacturers to take care of increased orders from private commercial and manufacturing companies and the retail trade.

Despite an average increase in the wages of labor of 25% during the past two years, and increases in the cost of materials entering into the manufacture of trucks ranging from 25% to 400%, the list prices of commercial vehicles have not been raised generally to the extent that the prices of passenger-cars have been increased. On the other hand, everything that enters into the maintenance of horses, including feed, harness, and the wages of drivers and caretakers, has all in-



An Express Fleet

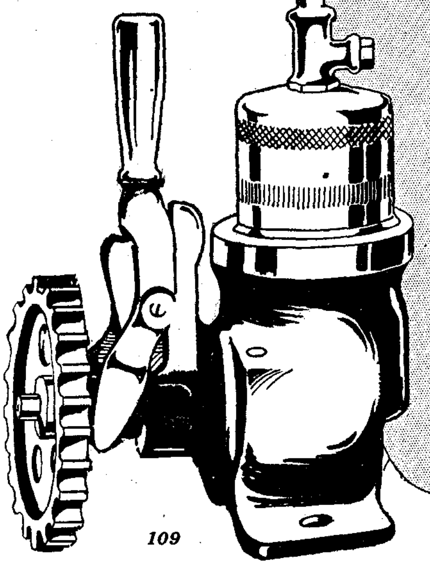
creased greatly, and the prospects appear to be that they will go higher in the immediate future rather than lower.

The commercial vehicle market now affords a wider range of choice by the purchaser than ever before in the matter of price and suitability to different trades. The motor-vehicle lends itself admirably to every need of haulage by road, and possesses the further advantage that the motor can be used as an auxiliary power for operating a hoisting-winch, driving a pumping-engine, and varied other purposes. Development of dumping bodies, removable bodies, and tractors and trailers, has greatly enhanced the utility of the motor-truck, permitted its more economic use in short-haul work, and cut down the expense of haulage by enabling the truck itself to be kept moving practically all of the working-hours of the day.

Manufacturers of commercial vehicles have given much attention to the needs of retailers, and there are now offered in the market nearly fifty different makes of delivery cars and small trucks ranging from 750 pounds to 1500 pounds' capacity, and retailing at $650 to $1500. There are more than fifty makers of one-ton trucks ranging from $900 to $2000, and nearly fifty makers of one-and-one-half-ton trucks which retail at $1000 to $2500. The prices given are for the chassis only. Nearly one-half of all of the commercial cars now made are of 1500 pounds' capacity or less, 25% of one-ton to two-tons' capacity, and 20% of three and three-and-a-half tons' capacity.

The field for the light delivery vehicle has been widened materially during the past year or two by the introduction of attachments for converting small, cheap passenger-cars into one-ton trucks. Thousands of these conversions have been already made and there is a large increase in the demand for them. The total cost of the car chassis, the attachment, and body, runs from about $650 to $750, which makes a low price for one-ton trucks. There is hardly a retailer in the country whose business is large enough to require the constant service of one or more wagons that could not use a motor-delivery vehicle to advantage. The same thing applies to larger companies that have need for heavy haulage and who could use larger motor-trucks.

Besides reducing hauling costs and the cost of retail delivery, the use of motor-vehicles enables the owner to reach out into new territory and to make quicker deliveries, thereby materially increasing the radius of the territory from which trade can be drawn. There is a very definite limitation of the distance at which delivery can be made by horse vehicles, whereas it is not at all uncommon for daily



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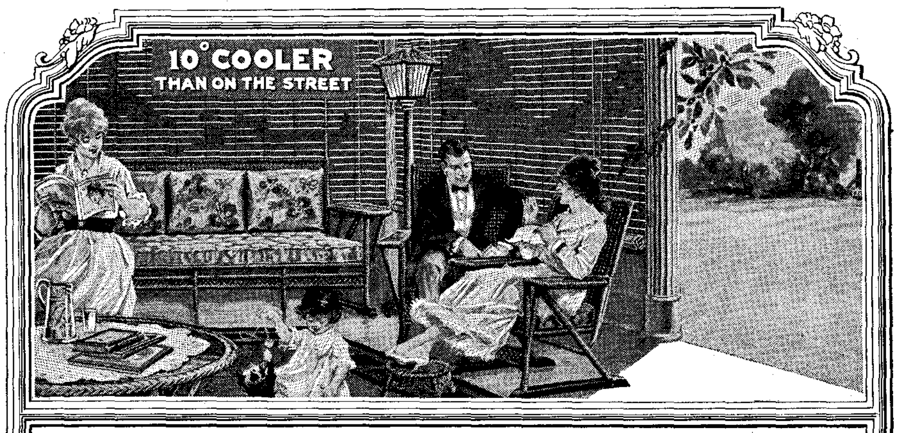

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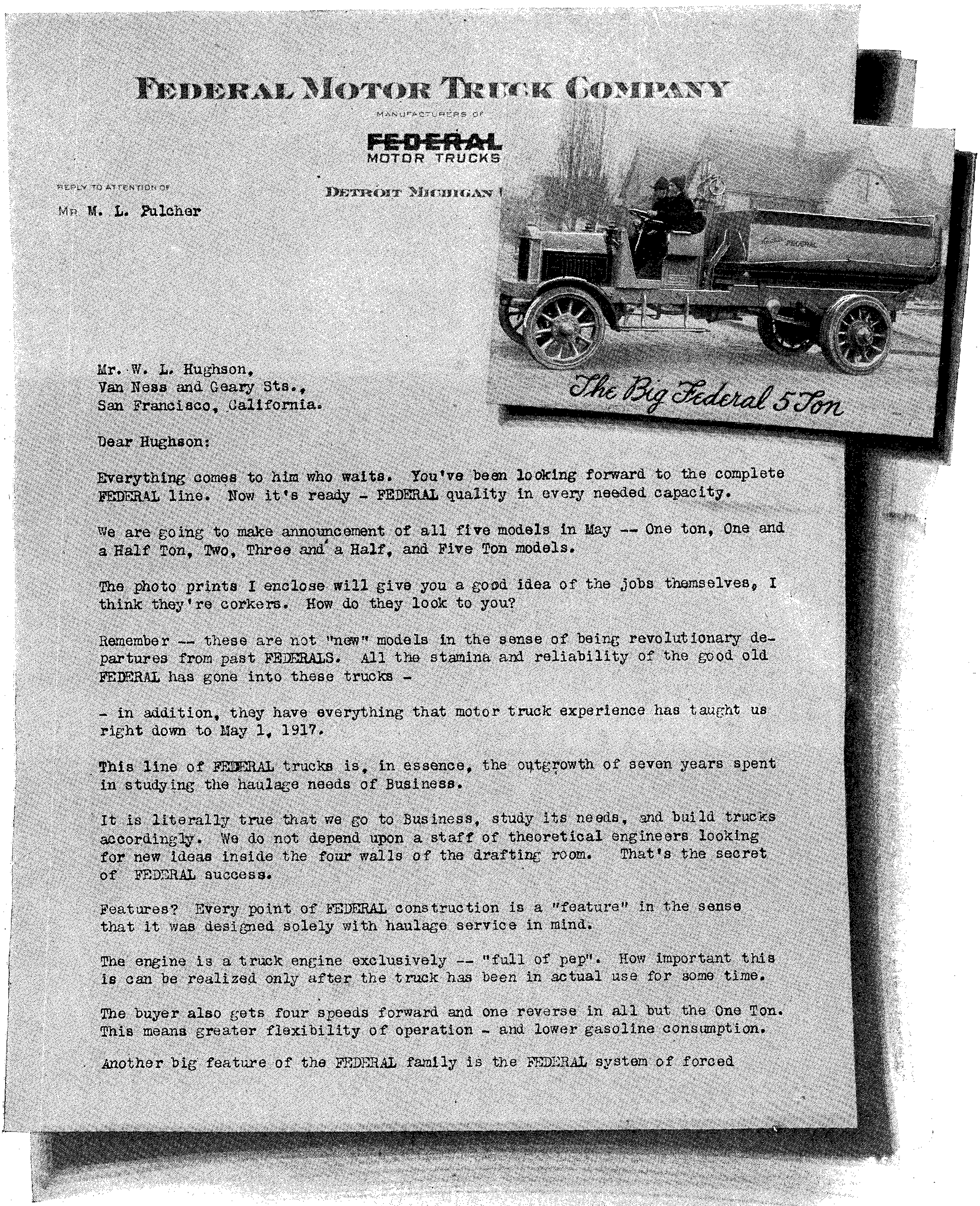


FEDERAL MOTOR TRUCK COMPANY
MANUFACTURERS OF
FEDERAL
MOTOR TRUCKS
DETROIT MICHIGAN

REPLY TO ATTENTION OF
MR. M. L. Fulcher

The Big Federal 5 Ton

Mr. W. L. Hughson,
Van Ness and Geary Sts.,
San Francisco, California.

Dear Hughson:

Everything comes to him who waits. You've been looking forward to the complete FEDERAL line. Now it's ready - FEDERAL quality in every needed capacity.

We are going to make announcement of all five models in May -- One ton, One and a Half Ton, Two, Three and a Half, and Five Ton models.

The photo prints I enclose will give you a good idea of the jobs themselves. I think they're corkers. How do they look to you?

Remember -- these are not "new" models in the sense of being revolutionary departures from past FEDERALS. All the stamina and reliability of the good old FEDERAL has gone into these trucks -

- in addition, they have everything that motor truck experience has taught us right down to May 1, 1917.

This line of FEDERAL trucks is, in essence, the outgrowth of seven years spent in studying the haulage needs of Business.

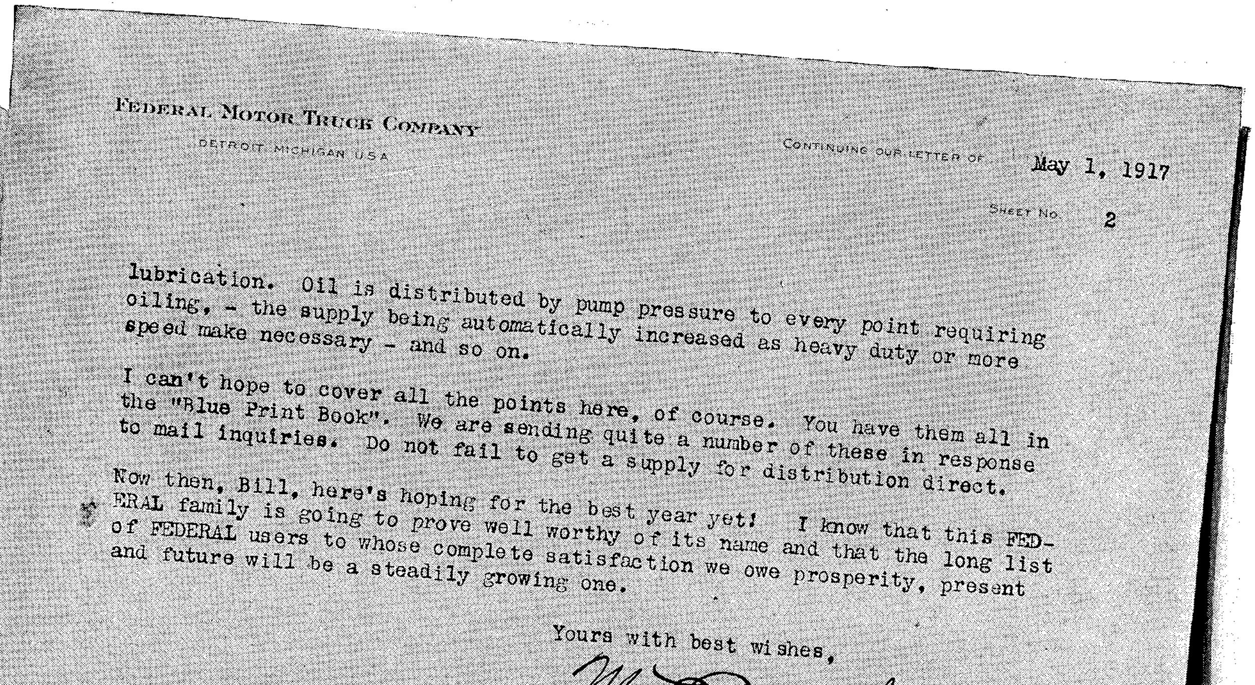
It is literally true that we go to Business, study its needs, and build trucks accordingly. We do not depend upon a staff of theoretical engineers looking for new ideas inside the four walls of the drafting room. That's the secret of FEDERAL success.

Features? Every point of FEDERAL construction is a "feature" in the sense that it was designed solely with haulage service in mind.

The engine is a truck engine exclusively -- "full of pep". How important this is can be realized only after the truck has been in actual use for some time.

The buyer also gets four speeds forward and one reverse in all but the One Ton. This means greater flexibility of operation - and lower gasoline consumption.

Another big feature of the FEDERAL family is the FEDERAL system of forced



FEDERAL MOTOR TRUCK COMPANY
DETROIT, MICHIGAN, U.S.A.

CONTINUING OUR LETTER OF May 1, 1917

SHEET NO. 2

lubrication. Oil is distributed by pump pressure to every point requiring oiling, - the supply being automatically increased as heavy duty or more speed make necessary - and so on.

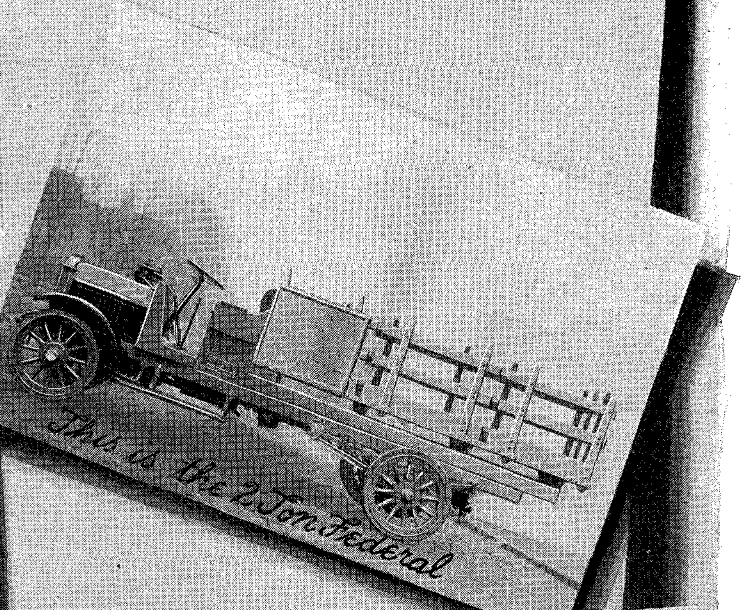
I can't hope to cover all the points here, of course. You have them all in the "Blue Print Book". We are sending quite a number of these in response to mail inquiries. Do not fail to get a supply for distribution direct.

Now then, Bill, here's hoping for the best year yet! I know that this FEDERAL family is going to prove well worthy of its name and that the long list of FEDERAL users to whose complete satisfaction we owe prosperity, present and future will be a steadily growing one.

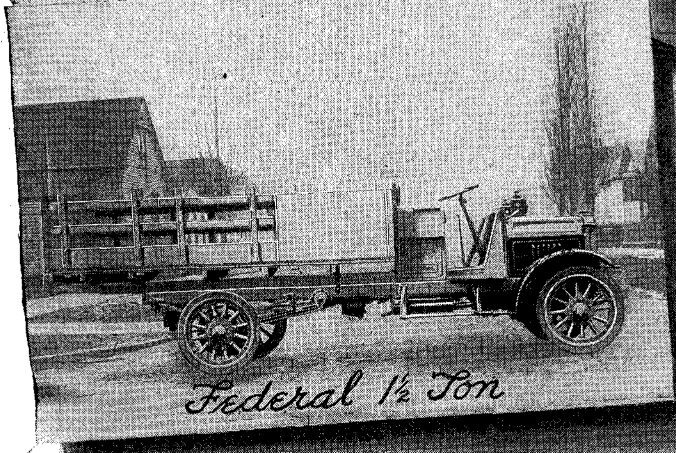
Yours with best wishes,

M. L. Pulcher
Vice President
FEDERAL MOTOR TRUCK COMPANY

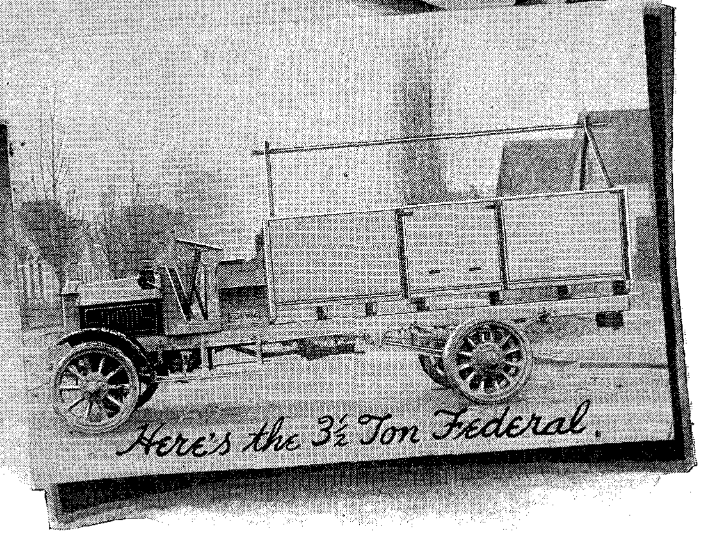
One Ton "Another" Federal



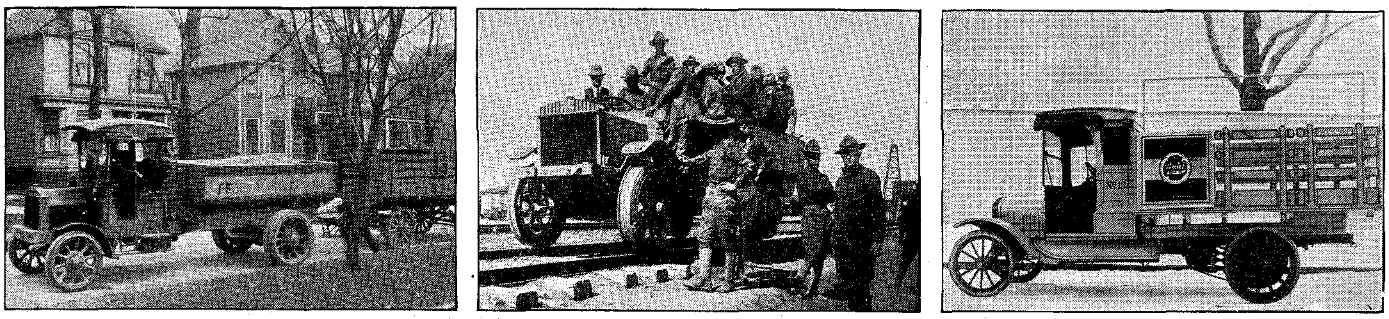
This is the 2 Ton Federal



Federal 1½ Ton



Here's the 3½ Ton Federal.



The Heavy Duty Truck with Light Trailer, Army Truck with Flange Wheels, and Medium-Weight Carrier

deliveries to be made by motor-truck at distances of thirty to fifty miles.

A fact that is often lost sight of in considering the question of substituting motor-delivery for horses is the risk of loss of horse life that every owner of horses assumes. In 1915 there were 113,900 horses in New York City, including the five boroughs. Out of this total, 13,744 died in the same year. This represents a loss of more than 12%, or about one in eight. Motor-wagons do not die and are seldom, if ever, total losses. It is further to be considered in regard to motor-trucks, that they require very much less stable space than horses, that each one displaces two or more drivers, and several helpers or stable men. Rents and taxes are high, as well as labor, and the economies that can be effected in these respects are well worth consideration.

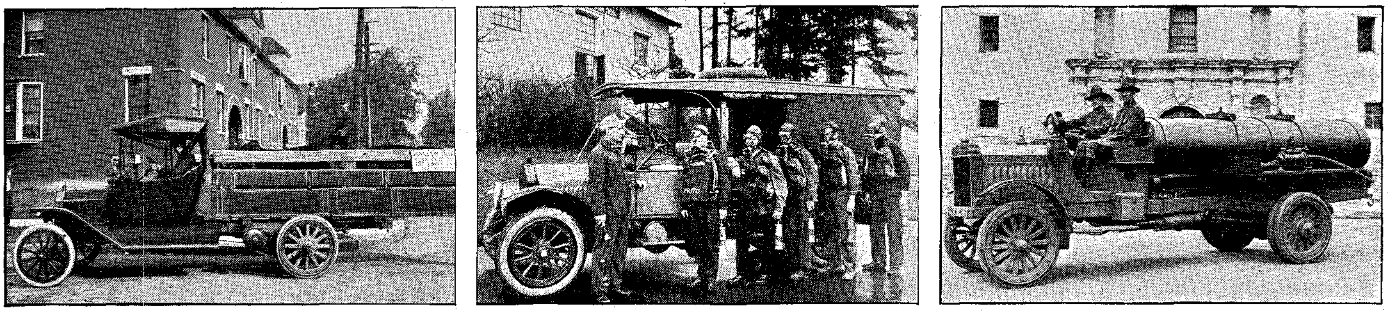
Since motor-vehicles can be used more advantageously and economically over good streets and roads, it is a matter for congratulation that highway improvement has gained such an impetus in the last few years, and is going forward at an ever accelerating rate of increase. About $300,000,000 are spent yearly in the United States in road improvement, and State highway work throughout the country received an added stimulus through the passage last year of the Federal Road Aid Act, appropriating $75,000,000 to be apportioned among the States for the construction of good main roads. Each State must appropriate an amount equal to its quota of Federal aid before it can secure the Federal appropriation. The requirements of the Government act have caused several States that were backward in highway work to create State highway commissions.

It is highly important to the military, as well as the industrial and commercial needs of the country, that good durable roads be built as rapidly as possible, and local chambers of commerce, boards of trade, and other business organizations can not do a better work than to put their shoulders to the wheel, and see that the authorities increase the mileage of good roads with the utmost speed, and that the road funds are expended on types of roads that will be durable and economical in maintenance.

Inasmuch as in the more densely populated States of the East fully 75% of the traffic on the main highways is by motor-vehicle, it is essential that the roads should be constructed to stand up well under this kind of traffic as well as horse traffic. It is the poorest kind of economy to surface roads with a material that is cheap, that will not endure under mixed traffic, and which, after a lapse of a year or two, will require an expenditure of $500 to $1000 a mile to maintain, when an increase in the original cost of the road amounting from 25% to 50% will produce a road that will be good 365 days in a year, and cost only one-tenth as much to maintain.

There is a most unfortunate disposition among legislators in many of the States to retard the growing use of motor-trucks by all manner of legislation, such as imposing excessively heavy registration fees, limiting the gross weight and weight per inch of tire, fixing the over-all length, the width and height, limiting the number of trailers that may be used with them, requiring jitney busses and stages to secure franchises limiting them to specified routes and rates of fare, and regulating business motor-vehicles in many other respects. The increased fees and the limitations of weight and speed are based on the assumption that these heavy trucks seriously damage the roads, although no scientific data have ever been presented to show the extent of damage caused them or by horse-drawn vehicles, nor have legislators ever given any serious consideration to the proposal to tax horse-drawn vehicles relatively in proportion to the damage they cause, notwithstanding highway commissioners admit that they are responsible for a good deal of the disintegration of road surfaces.

While motor-truck users are entirely willing to bear a fair share of the burden of the construction and maintenance of the roads, and fully realize that it is to their own advantage to avoid the destruction of roads, they are justified in objecting to being the only class of road-users, aside from the passenger-car owner, which is called upon to bear a special tax for the use of the road. It should be pointed out to legislators that the motor-truck is becoming a tremendous factor in the upbuilding of industry and commerce, and also in retarding the increasing cost of living by cutting down the cost of haulage and delivery. It can not be considered in the interest of the general public to interfere seriously with the increase in use of a means of transportation that is of such great economic value as the commercial motor-vehicle, an institution which is in no respect a luxury.



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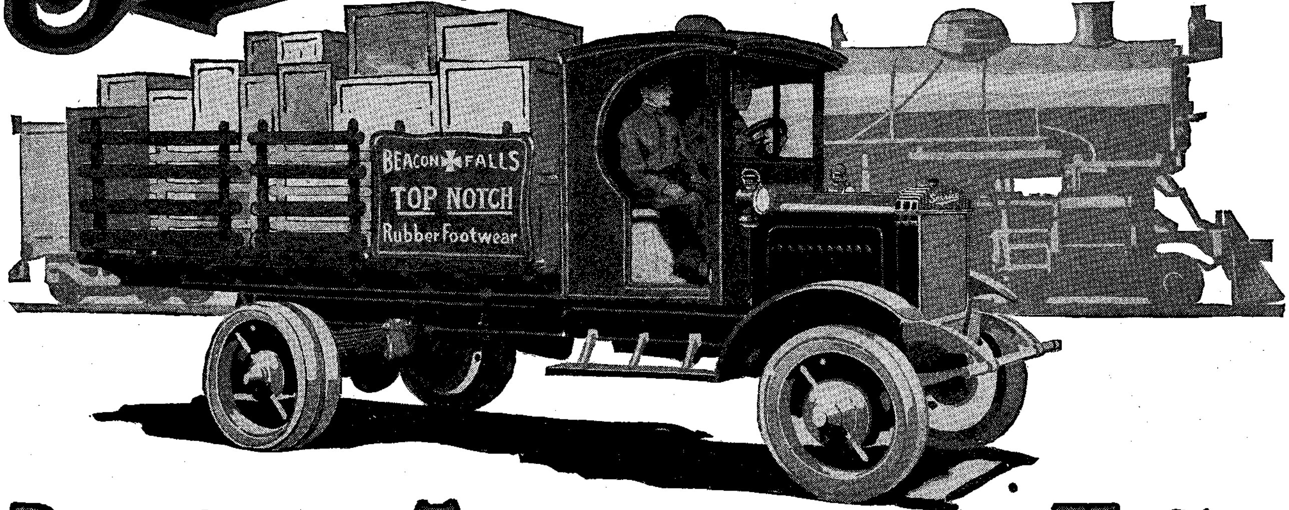

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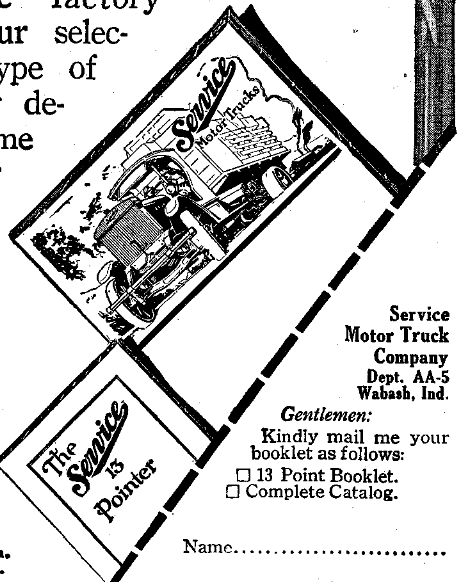

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THE PIERCE-ARROW MOTOR CAR CO-BUFFALO NY

PIERCE-ARROW

NATION-WIDE PROHIBITION AS A WAR-MEASURE

(*Continued from page* 1642)

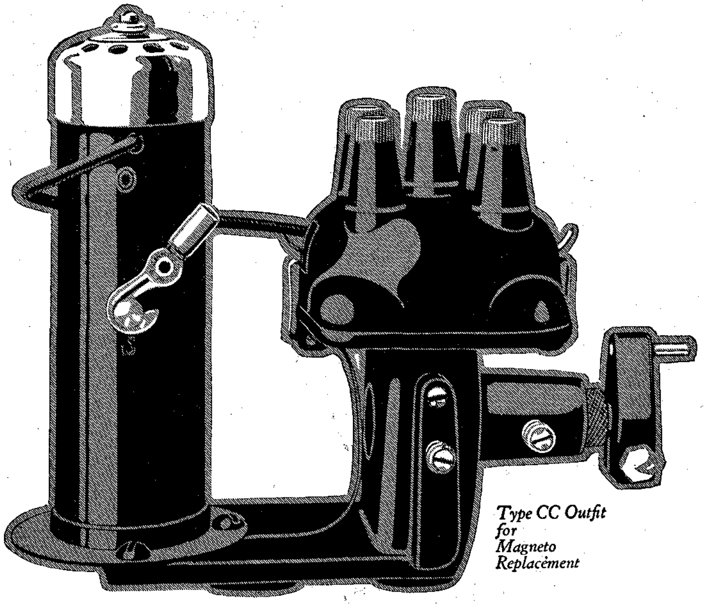
the changed conditions that they will never cast a ballot again to legalize the traffic. There can not be found in the whole State of Colorado a person engaged in legitimate business who will not declare that business is better since the State went "dry," and, speaking of the well-being of the citizens of the State under prohibition, this journal says that there has been a large decrease in the number of arrests and fewer requests for public charity than have been made in any one year in many years despite the fact that Colorado experienced one of the severest winters recorded.

The Denver *Labor Bulletin* says that members of organized labor particularly realized in the past year the fallacy of the old slogan about the saloon being "the poor man's club," for they have discovered that this so-called club had a very large share of their earnings, which now goes to support the family or establish a bank-account. *The Labor Bulletin* has no hesitancy in saying that on the whole the condition of Colorado's workers is at least 50 per cent. better as a result of State-wide prohibition, and it tells us that retail merchants say that collections are from 40 to 50 per cent. better under prohibition than when the saloon-door stood wide open to invite wage-earners bearing the pay-envelop.

The Denver *Catholic Register* finds that every line of business shows an improvement except the liquor trade and the pawn-shops, and this journal adds: "No matter whether one deems prohibition wise or unwise—*The Register* knows that its readers differ on this question despite the fact that they all advocate temperance and even total abstinence—it seems clear now that Colorado will never again shelter the saloon, brewer, or distiller within her borders."

IDAHO (1916)

In Idaho the Wallace *Press-Times* says that the "dry" law has been a success and has met with the approval of a large number who were antiprohibition before the measure went into effect. That prohibition is endorsed by the people of Shoshone County is evident, we are told, from the vote cast at the last general election, when the prohibition amendment was approved by a vote of two to one, and "it is conceded that if prohibition had not been in effect at the time of the vote on the amendment, it is more than probable that the ratio would have been reversed." We read further that while Shoshone officials have used every effort to prevent the importation of intoxicants they have had a hard fight, largely because of the proximity of "wet" territory. If neighboring Montana had not been "wet," it is not



Type CC Outfit for Magneto Replacement

ATWATER KENT
SCIENTIFIC IGNITION

Will replace your magneto and improve the performance of your car. Its hot dynamic spark is equally intense and effective at starting as at maximum speeds.

Less gear shifting
Better low speed performance
Uniformly hot spark
Easy starting
Less motor stalling
Maximum power at all speeds
Gasoline economy
Simplicity of operation

There is an Atwater Kent System for your car

ATWATER KENT MFG. WORKS
Philadelphia

SEE YOUR DEALER OR WRITE US FOR PARTICULARS TO NUMBER 4939 STENTON AVENUE, PHILADELPHIA

TYPEWRITERS SAVE FROM $25 to $75

Up-to-date machines of standard makes—Remingtons, etc., thoroughly rebuilt, trademarked and guaranteed the same as new. We operate the largest rebuilt typewriter factories in the world. Efficient service through Branch Stores in leading cities insures satisfaction. Send today for descriptive catalogue.

American Writing Machine Co., Inc., 339 Broadway, N. Y.

LET THIS GARAGE, PAY FOR ITSELF!

Own your private garage and save rent. Our book "Where to keep the Car" tells how easily this can now be done. Send for it today—it's FREE.

Whitaker-Glessner Co., Dept. D, Wheeling, W. Va.

PATRIOTIC FLAG STICKERS

Show your colors. Flag-seal your letters, packages, menus, circulars, bills, etc. Be for America first, last and always.

1000 Seals, $1.00; 3000 Seals, $2.00; 6000 Seals, $3.60

Actual colors: red, white and blue. Beautiful stay-stuck stickers. Money back if not satisfied. Largest exclusive gummed label plant in the world.

Actual size of gummed sticker

FENTON LABEL CO., Ninth and Thompson Sts., Phila., Pa.

Grinnell's

— *"America's Finest Motor Gloves"*

Ask any experienced motorist to name the *absolute best* in motor gloves. *"Grinnell's"*—will be the quick reply!

"Limp-Kuff," "Speedway" "Grip-Tite" and "Rist-Fit" are four original Grinnell creations. Designed and built especially for motorists.

The Grinnell "Limp-Kuff" shown here is a light, smooth-fitting, washable coltskin glove. Soft and pliable — wears like rawhide.

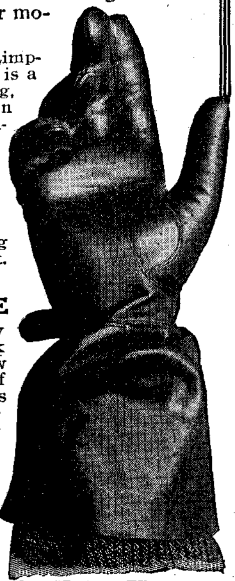
The soft, loose cuff wrinkles naturally over wrist. May be pulled over coat sleeve—keeping out wind and dust.

New Style Book FREE

Write for our new 1917 Style Book. Ask your dealer to show you "Limp-Kuff." If he hasn't it, send us his name, size glove you wear and we will send a pair for your approval — charges prepaid.

Morrison-Ricker Mfg. Co.,
154 Broad Street,
Grinnell, Iowa

Grinnell Gloves
Best for Every Purpose



THE STANDARD DICTIONARY is needed in every American home where education and culture are truly esteemed.

The Remedy Is Bran

For anything that results from branless diet. Headaches, grouches, dull days, blues.

Bran is Nature's laxative. Every consumer of fine food needs some daily bran.

Make it inviting. Serve it in Pettijohn's. Then folks won't neglect it. Let one week show what Pettijohn's can do.

Pettijohn's

Rolled Wheat—25% Bran

A breakfast dainty whose flavory flakes hide 25 per cent unground bran.

Pettijohn's Flour — 75 per cent fine patent flour with 25 per cent bran flakes. Use like Graham flour in any recipe.

Both sold in packages only. (1572)

very probable that bootleggers would have shipped a car-load of liquor into the county. The freight-rates would have been prohibitory in themselves, while the chances of discovery would have been much greater. Even on the short haul the scheme failed to work, and *The Press-Times* adds that now the Webb-Kenyon Law has been declared constitutional, the game is still more hazardous. In sharp contrast to this opinion is that of the Lewiston *Tribune*, which admits there is apparently a great decrease in the consumption of liquors and in visible drunkenness in Idaho, and logically there is more money in the homes since there is so much less left in the saloons. The elimination of the saloon of the average or lower type is also a public advantage. Yet certain material accomplishments of this nature do not answer the inquiry whether prohibition is really a success in Idaho, and the important point, as this journal sees it, is that—

> "There can be no doubt that the nation is becoming a nation of law-breakers, and there is equally no doubt that prohibition is largely at the bottom of it, because it touches more people and touches them more intimately and more unjustly, as they conceive, than any other law."

Similarly skeptical of the value of prohibition is the Caldwell *Tribune*, which recalls that there has never been an end to prohibition agitation from the time the State first got the local-option law, then State-wide prohibition by legislative enactment, then State-wide prohibition by constitutional amendment. According to this journal the courts of the State are crammed with criminal cases arising from violation of the prohibition laws, and the jails are full of violators of the law or those awaiting trial. It is the rather cynical belief of *The Tribune* that the public generally look upon prohibition laws as "statutes to be violated when it can be done with safety," and it adds:

> "Idaho is trying to mold public opinion by legislative enactment and with little success. About all that has been done is to convince every office-seeker that he must stand right on prohibition if he hopes to succeed. The crop of hypocrites, in and out of office, is the chief accomplishment to date."

IOWA (1916)

Iowa is another State in which prohibition is making advances. After one year of statutory prohibition the Senate passed a "bone-dry" bill in February, and in October the people will vote on a constitutional amendment for prohibition. The Des Moines *Register-Tribune* claims that the steady progress of anti-liquor legislation in a State where there is relatively a large foreign-born population is a sufficient answer to any question as to the success of prohibition there. The saloon and liquor lost ground continuously

GARDEN TALKS

TO MAKE THE YIELD BIG

Now that the maximum plantings are about to be completed, attention must be concentrated upon developing the greatest yields. Man must cooperate with nature. Among the first essentials to which careful attention should be given are these: Cultivation must be frequent and thorough; weeds must be eradicated; if possible, moisture must be artificially supplied when necessary; fungus and insect pests must be fought.

Cultivation keeps the lungs of the soil open, enabling them to breathe in the nitrogen from the air, and in many other ways stimulates plant growth. An adequate equipment of implements saves labor and secures efficiency. Don't buy cheap tools. The highest priced are the best investment. Get the trademarked product. You will find an implement suited to every need, little or big. For cultivation there are adjustable cultivator rakes for the small plots, wheel hoes for the larger areas, horse-drawn cultivators for more extensive gardens or farms. The hand hoe has been never entirely supplanted.

The damage to yields from droughts may be combated by employing the ingenious mechanical irrigation systems which apply moisture to the soil when needed, accomplishing almost the same results as rain. For vegetable gardens, small orchards, and the like, there are on the market overhead and movable sprinkling systems which have demonstrated their ability to save great losses due to dry weather.

The war against the enemies of plant life must be unremitting. Sprays are the chief ammunition. An efficient spraying outfit is essential. There are a variety of such on the market, both hand and power operated.

Sprays consist of two varieties—fungicides and insecticides. As their names indicate, the former are for fungus diseases (mildew, blight, leaf disorders, scale, etc.), the latter for the extermination of insects which prey upon plant life (the aphis, lice, green worm, beetle, potato bug, etc.).

Standard among the fungicides are Bordeaux Mixture and Lime-Sulphur. Bordeaux Mixture consists of blue vitriol, unslacked lime and water. Lime-Sulphur is a mixture of unslacked lime, flour of sulphur, salt and water.

Among the leading insecticides are Kerosene Emulsion, Whale Oil Soap, Paris Green, Hellebore. Kerosene Emulsion consists of water, soap and kerosene. Whale Oil Soap spray consists of this soap, quassia chips and water. Paris Green is a poisonous powder, consisting of copper aceto-arsenite, and for spraying purposes is diluted with water. It is also used for dusting on plants in dry form. Hellebore powder is made from the ground roots of this herb. Arsenate of lead is also an excellent spray, particularly for rose bugs, elm tree beetles, etc.

Tobacco dust destroys rose lice, turnip fleas, and like insects, and in the greenhouse fumigation with tobacco stems is an effective remedy.

Increasing pests in certain localities are caterpillars. Various sticky preparations are on the market which tangle the feet of these and other climbing pests.

There are excellent proprietary sprays put up under various trade names.

If your spraying requirements are not extensive, it is best to purchase of your seedsman concentrated solutions of the standard sprays.

In order to meet the food crisis all energies should be bent upon the foregoing measures toward securing the biggest yields.

Garden Dept., THE LITERARY DIGEST

A PLEDGE

And Its Fulfillment

TWO years ago The White Company announced its determination to adhere to the four-cylinder motor in its passenger car product. It then expressed a conviction that the simple, basic, "Four" possessed unlimited possibilities of high, flexible power, which rendered unnecessary and inadvisable the adoption of a multicylinder type.

To get the most out of fewest units instead of adding to them meant a *fundamental* rather than a *superficial* improvement, in keeping with White policy. It also avoided the complications of more machinery, and thus solved the problem, vital in high grade cars, of maintaining performance indefinitely at its best.

In a White Car dependability is an indispensable requisite. White owners demand and pay for luxurious, unfailing, motor conveyance. They would not value any degree of performance which was not an every day experience, uninterrupted, undiminished, without a hitch. A simple, rugged engine is fundamental.

THE WHITE 16-VALVE-4

is the fulfillment of this pledge. It introduces an entirely new range of gas engine capability, and still there is no departure from the simplicity of four cylinder design. The new motor goes straight to the source of high, flexible, power: *Valve Capacity* sufficient to sustain high piston speed and maintain ample torque over the entire range of driving speeds. Its valve area is adequate to piston displacement, with valve openings sufficient to admit and exhaust full charges even at high speed when valves have a tendency to shut off gas.

POWER

High power in a gasoline motor depends upon full explosions in the cylinder and a complete exhaust of burned gases, at any piston speed. The necessary valve area may be obtained by either enlarging the valves or increasing their number. In racing cars the former method has been used. In touring cars large valves are undesirable; they are heavy, noisy, and liable to warp; in time they do not seat accurately. These disadvantages are overcome by using more valves of smaller size.

In the 16-Valve-4, valve area is obtained *directly* by doubling the number of valves in each cylinder instead of *indirectly* by increasing the number of cylinders. The two intake and two exhaust valves admit abundant gas and exhaust freely at high engine speed. Explosions are always powerful. Scavenging is clean swept.

A STATEMENT

from THE WHITE COMPANY
to MOTOR CAR BUYERS

IN view of the confusing market which confronts motor car purchasers, many are looking to this company for an expression of its attitude toward the innovations in mechanical design and new *price levels now being announced. We therefore take this occasion* to state our beliefs and purposes, which are based on fourteen successful years of experience

We believe the four-cylinder motor is to be the standard and ultimate type. We therefore consider it wiser to continue perfecting this type of motor, which we have already spent years in developing, than to step abruptly into a field of design that is new to *the entire automobile industry*, and thus *impose an experiment* upon our customers.

With reference to price, the White policy will be as it always has been—to build cars to the White standard rather than to a standard that would make a cheap price possible Materials and labor cost more now than ever before—consequently, lower prices must and do indicate compromised quality.

We hold it as a first principle of our duty to purchasers of White Cars to make a product that will give maximum service with the least amount of attention and of expense for operation and maintenance, a product of such quality and approved construction that it will command high value at any time the owner may wish to dispose of it, in all, to build motor cars which the owners can truly regard as investments.

White policy will always be governed by consideration for the ultimate service-value of White Cars. We will not take part in the spectacular methods, adopted solely for sales stimulation, which prevail in the motor car market at the present time.

In short, the stability of policy which has always meant security to White owners will continue. We neither consider it good business nor do we find it necessary to repudiate the design nor to depreciate, unnaturally, the value of cars which have been purchased from us, by making frequent radical changes in design and price.

THE WHITE COMPANY
CLEVELAND

White Advertisement Published in August, 1915

FLEXIBILITY

Flexibility in any motor depends upon the development of abundant power at all engine speeds—resulting in lively performance at 3 or 60 miles per hour. The source of power is adequate *valve capacity* in proportion to cylinder displacement, whether secured by multicylinders or multivalves.

The smoothness of the power flow is accomplished in either type by a high speed motor with a low gear ratio, which keeps the fly-wheel turning briskly even when the car is moving slowly and avoids the necessity of frequently changing gears.

Overlapping piston strokes do not enter into it. They have no added effect in maintaining the flow of power. A rapidly turning fly-wheel, like any revolving wheel, requires fewer impulses at high speed—and power strokes more frequent than needed to stimulate momentum are superfluous.

SIMPLICITY

Increasing power and flexibility by adding cylinders was an undoubted advance in gas engine performance. Obtaining the same improvement in a simple four-cylinder motor is an advance in gas engine capability *infinitely more desirable.*

Simplicity in a reciprocating motor is vital. It means less parts to need adjustment and repairs, fewer cylinders to clean, less fuel, less oil and more assured performance. In accelerating there is less friction and inertia to overcome. In slowing down there are no overlapping power strokes to "drag" the engine.

The White 16-Valve-4 responds with unprecedented ease and buoyancy to the lightest touch of the accelerator. Like an athlete, it is stripped for action, with the fewest possible impediments upon it.

PERFORMANCE

Its power is extraordinary. The car glides smoothly, almost imperceptibly, from two to sixty miles per hour. On hills it will accelerate, slow down and spring into speed, without shifting a gear. This acceleration on grades is no more remarkable than its ability to climb slowly and steadily without a tremor.

And this performance is not an exceptional accomplishment, for which the motor must be perfectly attuned; it represents a high level of every day performance, month in and month out, with no more care and adjustment than is needed in any four-cylinder motor.

Utmost Performance Is Safeguarded By Utmost Simplicity
In The White 16-Valve-4

THE WHITE COMPANY
CLEVELAND

GOODRICH
TRUCK TIRES
Stand Up Under Fire

This photograph shows a fleet of White trucks equipped with Goodrich Truck Tires on their way from Verdun to the Somme front

JUST as Verdun was saved by the timely use of motor trucks so is the Somme front being held with the aid of great fleets of motor transports carrying rations and ammunition over highways torn by shell fire where railroads have been put out of commission by German guns.

American-made truck tires were conceded superior to the European type by British and French motor transport experts after careful observation of all tires in actual service.

Of all the American makes GOODRICH Truck Tires were pronounced by officials most satisfactory. They are giving the same satisfactory service in commercial work everywhere. They stand up under heavy loads on all kinds of roads just as they stand up under fire in Europe.

Specify GOODRICH in peace or war. They're Best in the Long Haul

The B. F. Goodrich Company
Akron, Ohio

and "but little distinction is drawn now between laws to drive the saloon out and laws to drive liquor out," and this journal predicts that in the very near future it will be impossible to secure liquor for use as a beverage. The Des Moines *Capital* also believes that Iowa is satisfied with prohibition and that it will never return to licensed saloons, and we are told that—

> "Iowa people know that there is bootlegging in the cities and in the country. There will undoubtedly always be liquor consumed as long as there is liquor manufactured. But certainly there are less drinking, less drunkenness, less crime, and less poverty than under the old system."

Another believer in the success of prohibition, despite the fact that liquor has been sold in Iowa, and a great deal of it, especially in the large cities, is the editor of *Wallaces' Farmer* (Des Moines). He tells us that it is hard to keep the confirmed drinker from getting his liquor, but that Iowa is not making new drinkers in any number, and now the open saloon is gone there is no longer constant temptation to the young man and to the moderate drinker. We read then:

> "Under the Webb-Kenyon Law, the amount of liquor shipped in will be a mere fraction of what it has been during the past year. Hereafter drinkers must lug their drink home in grips and suitcases.
>
> "Iowa is thriving under prohibition."

The Sioux City *Journal* says that Iowa is fairly well satisfied with its experience without the saloon, and this is conceded even by many who a year ago felt the State had made a serious mistake and who predicted a depreciation in real estate and increased taxes in the cities hitherto "wet." It is true that the loss of the saloon revenue was a serious matter at the start, *The Journal* admits, but not nearly so serious as anticipated, and in most instances ways and means have been provided to meet the deficit. As for the depreciation of real estate, we are told that it did not materialize anywhere, and many former "wet" towns, at the close of 1916, reported the greatest building year in their history. Buildings formerly occupied by liquor-dealers now usually house cleaner business, and hundreds of former employees of the saloons and breweries are for the most part employed in other callings and glad of it. The Sioux City *Tribune* holds a similar approving opinion of prohibition in Iowa, and tells us it has been found that a large part of the expenditures formerly made in the saloons now go into other lines—for better housing, more family supplies, and bank-accounts, and it adds:

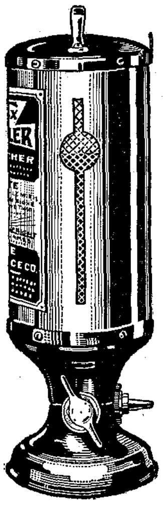
> "Thousands of Saturday-night pay-checks, formerly cashed in saloons and largely dissipated under the baneful influences of the saloon atmosphere, now are cashed at the banks and mercantile in-

WESTERN UNION TELEGRAM
Your Town
Any Day
To You:
Come quick. Fire last night.
Mother badly burned.
Extinguisher failed to work.
Your Home

The
NU-EX
FIRE-KILLER

Prevents Tragedies Like This

Stop this telegram before it is sent. Save yourself the anguish and your loved ones the agony of fire-hours. Do it with the NU-EX Fire-Killer, the extinguisher that requires no pumping; the extinguisher that a child can use with instantly successful results. It's the protector that *never* fails—the extinguisher that you know will always work.



15 Inches High

Automatic Action

One motion only is required. A slight turn of the valve sends a straight, steady stream for thirty feet. The powerful fire-killing liquid reaches the heart of the fire without exertion—a feature of simplicity that makes the NU-EX dependable in critical times.

Instant Inspection

The NU-EX is a self-indicating extinguisher. Two gauges give constant evidence of its readiness. One tells the exact amount of contents—the other shows the air pressure. A glance at these gauges brings a feeling of security, a positive knowledge that it is ready.

Fire peril is never serious until it strikes home, and then it is too late to prepare. Give your home a chance. Send in the coupon for new information about fire prevention. DO IT NOW.

THE NU-EX FIRE APPLIANCE COMPANY
Dept. M, Columbus, Ohio

SEND COUPON TODAY

THE NU-EX FIRE APPLIANCE CO., Dept. M, Columbus, Ohio
Send me your free book, "Banishing the Fire Peril."

Name...
Address...
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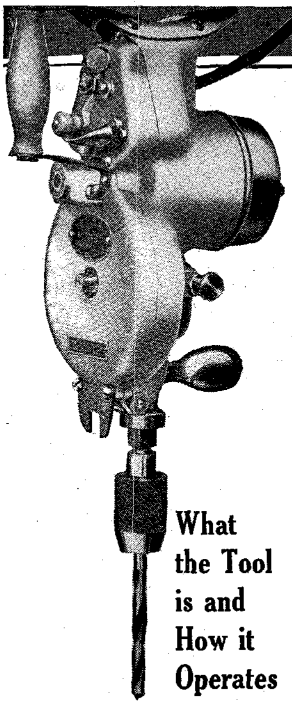
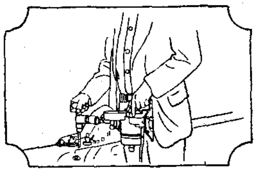
TEMCO

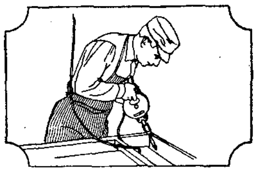


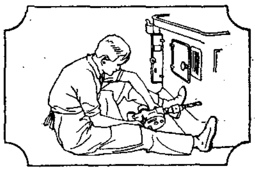
Its Uses Are Many

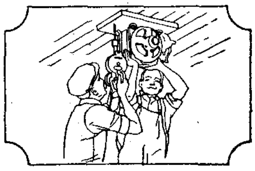
This Temco Portable Electric Drill, with emery wheel and valve grinding attachments, works faster and more accurately than hand tools. It can be carried anywhere and put to work in an instant. It has an important place in nearly every industry in the land.

These few illustrations of its utility indicate how it can serve *you.*









Auto repair shops find TEMCO their most profitable single tool.

Metal working trades employ TEMCO in regular production for light drilling and tapping.

Furniture and wood-working trades use TEMCO for *drilling, driving and drawing* screws, etc.

Factories in general and maintenance departments employ TEMCO as a general utility tool for odd jobs and special installations. It is quicker and less expensive to take this portable tool to the work than the work to a big stationary machine tool.

Public building repair departments use TEMCO and save the cost of calling in outside help for minor repairs and installations.

What the Tool is and How it Operates

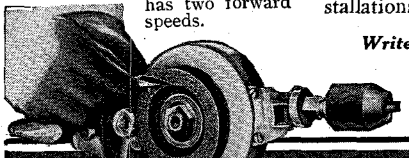
It drills and taps, drives and draws screws and with attachments sharpens tools (see illustration below) and grinds auto valves.

Connects to ordinary electric lamp socket (D.C. or A.C.) wound for any voltage from 50 to 250. Staunch, durable Temco motor costs but 1c an hour for average running.

Made in four sizes weighing 9 to 19 pounds.

Capacities up to ½ inch bore in steel.

Finger switch starts, stops and instantly reverses — large model has two forward speeds.



Write for descriptive literature. Sold by leading jobbers everywhere

The Temco Electric Motor Company
1205 Sugar Street Leipsic, Ohio

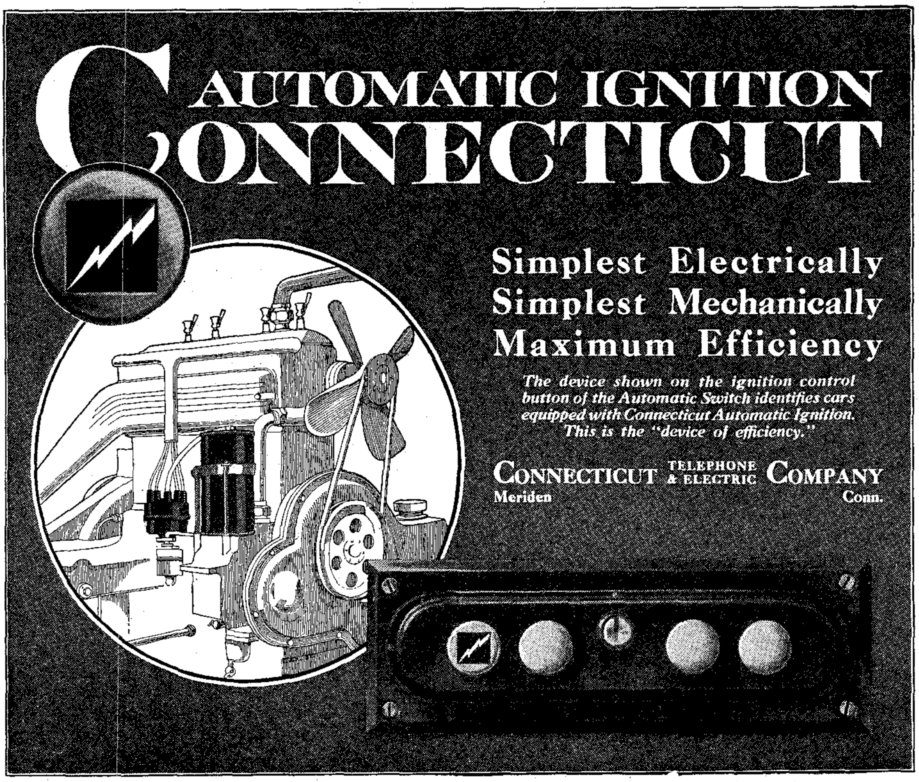
THE TOOL OF MANY USES

CONNECTICUT AUTOMATIC IGNITION

Simplest Electrically
Simplest Mechanically
Maximum Efficiency

The device shown on the ignition control button of the Automatic Switch identifies cars equipped with Connecticut Automatic Ignition. This is the "device of efficiency."

CONNECTICUT TELEPHONE & ELECTRIC COMPANY
Meriden Conn.



stitutions and applied to legitimate family needs. . . . . . .

"Business, moral, and political conditions have improved in Sioux City and throughout the State. Prohibition in the near-by States of Nebraska and South Dakota and the Supreme Court decision upholding the Webb-Kenyon Law will largely eliminate the bootlegging nuisance of the last year and make law enforcement easier."

In reply to the question of THE LITERARY DIGEST as to whether Iowa journals would recommend prohibition to other States, the Ottumwa *Review* says that "our decided view on this is that there ain't no sich animal in Iowa, never was, and never will be, except through national legislation." The Council Bluffs *Nonpareil* claims for prohibition in that city that it has stimulated and not hurt business. Practically all buildings formerly occupied by saloons are used now in other lines of trade and "many of them return more money in rentals than the landlord received from the saloon men."

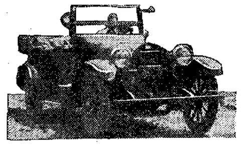
The Algona *Upper Des Moines Republican* recalls that in the 'eighties Iowa passed a law prohibiting the sale of alcoholic liquors, but it was not enforced, and breweries and "blind tigers" flourished for years. Later a mulct law was passed which permitted the sale of liquor in localities presenting a petition to the courts, properly signed, and thousands of saloons opened up throughout the State. We read then:

"The prohibitory law was a joke and the liquor interests were in the height of their glory. Two years ago, the mulct law, which simply permitted a violation of the prohibitory law by the payment of a monthly fine, was repealed and the prohibition law, which had remained on the statute-books, was in force. A 'dry' legislature passed laws to enforce the prohibitory law, with the result that every saloon was wiped out of the State. This, however, did not prohibit, for jug-houses along the border, in Wisconsin, Illinois, Minnesota, and Missouri, flooded the State with liquor-circulars and price-lists, and the express companies and railroads carried booze by car-lots to every city and hamlet. The same condition prevails to-day, and express offices resemble a cold-storage station for the breweries."

Prohibition has never prohibited in Iowa, and never will prohibit, according to this journal, unless a "bone-dry" State law will make it "dry" territory.

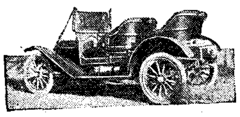
The Waterloo *Courier and Reporter* does not pretend to speak for the whole State, and knows the conditions vary in different communities, but it holds that so far as Waterloo and Blackhawk County are concerned, all thinking and well-informed people will agree with it in unhesitatingly pronouncing prohibition to be a success and in recommending it to other States. After a year of prohibition "there has been less business for the police court to transact and more for the grocer, dry-goods man, and others who supply healthy

Expressing the Judgment of Millions of Motor Car Owners



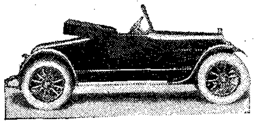
I HAVE a Paige car, purchased in 1915. I never have experienced any trouble with the Hyatt bearings in it and I consider Hyatt bearings the best on the market. I wish the entire car were equipped with them.

Henry Pollard,
3916 N. Kostner Ave.,
Chicago, Ill.



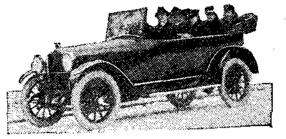
I BOUGHT a Flanders car in 1910 and it has been running it ever since. It has been used in a variety of ways—in touring, in heavy hauling and service work and also as a jitney bus. After over 115,000 miles of travel, the bearings are still in fine shape. Naturally, from this, I could have only the highest estimation of the value of Hyatt bearings.

L. N. Burnett,
Dallas, Texas.



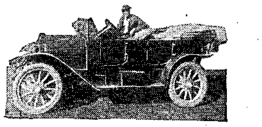
I AM the owner of a new Hudson Super-Six. Previously I drove a Hudson Thirty-three which I still own. The service of the bearings in this first car has been so remarkable, that recently, when I tore the old car down I found the Hyatt bearings still in perfect condition. That, as I understand it, is just about the acme of bearing performance.

C. H. Taylor,
Alma, Michigan.



I AM now driving my third Paige motor car. In common with other parts of the Paige car, Hyatt bearings have given me absolutely no trouble or annoyance. I am sure that they are partly responsible for my record on my recent trip, when I carried seven passengers over 106 miles of Illinois roads with only 5½ gallons of gasoline.

F. T. De Long,
Chicago, Illinois.

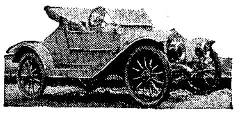


I BELIEVE that my Overland car, which I bought in 1913, has seen the hardest service of any car turned out. I never touched the bearings until a short time ago when I took the rear axle apart to refill with grease. The Hyatt bearings were in perfect condition.

W. L. Jones,
659 Fourteenth St.,
Douglas, Ariz.

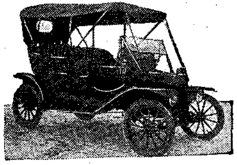
MY OAKLAND car has been running since the spring of 1911 over the worst kind of mountain roads. The Hyatt bearings in the rear axle have never been taken out. The only Hyatt bearing I have examined is on the front end of the clutch shaft and is in good shape.

C. H. Eby,
Sheridan, Wyoming.



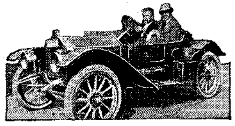
THE E. M. F. car I purchased in 1910 has been driven 80,498 miles, actual speedometer record. The Hyatt bearings have not been out of the housing more than half a dozen times and then only on account of general overhauling. At the last inspection the Hyatts were perfect.

J. E. Roberts,
Bayonne, New Jersey.



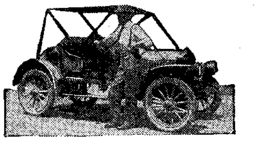
I OWN a Model T" Ford which has covered upwards of 171,000 miles and is still in operation from early morning till late at night, delivering groceries. It still has the original Hyatt bearings that came with the car. The bearings have never given a second's trouble, although the car has certainly had rough usage.

Earl G. Druding,
Ellsworth, Wis.



I PURCHASED my Buick car in 1908 and have travelled over 139,000 miles with only one examination of the bearings. These eight years of constant service, with so little attention, say more for the worth of Hyatt bearings than I could put into a million written words.

John Frazer, Jr.,
Milwaukee, Wis.

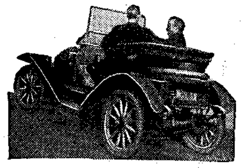


I BOUGHT my car, a Maxwell, in 1910, drove it in races and have used it as a "trouble" car. It is natural, I guess, for me to think Hyatts are far ahead of any others, because not once have I had to change a bearing.

O. H. Sappington,
Paris, Texas.

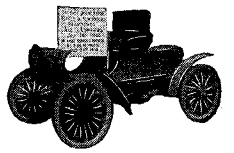
MY CAR, a Cadillac, in 12 years has run upwards of 100,000 miles. The Hyatt bearings have never caused a minute's trouble. Don't sell anybody Hyatt bearings if you ever expect to sell them any more as they never wear out.

M. N. Sutterby,
Mapleton, Kansas.



I HAVE used my Hudson car since 1910 in connection with my business as a salesman. In covering my route, I have averaged 450 miles per week for over six years. The bearings in my car have had to stand all kinds of abuse, yet they have never caused me the least trouble. My next car will be equipped with Hyatt bearings.

J. W. Hines,
Minneapolis, Minn.



MY CAR, an Oldsmobile, was purchased in 1902 and was the first gasoline motor vehicle owned in this city. I have had no trouble with the Hyatt bearings and the old relic can still do 15 miles per hour on level roads. Hyatt bearings are good enough for me.

George J. Edwards,
New Philadelphia, Ohio.

CROWN
LAUNDRY
DRY CLEANING

I BOUGHT a Ford car in September, 1913, and have used it every day in my laundry business. The Hyatt bearings have never been out of my car since it left the factory. I have driven something over 50,000 miles.

Thomas L. Jones,
2102 N. Bronson Ave.,
Los Angeles, Cal.

HYATT ROLLER BEARINGS

human needs." There is no use denying, however, that alcoholic liquors are still consumed in Waterloo, but there is nothing like the amount of liquor drunk as when the saloons were running.

The Cedar Rapids *Gazette* says that the number of people committed to prohibition in Iowa increases every day and many recruits to the cause are employers of labor who were not originally prohibitionists, but who note with satisfaction the better conditions of their employees, and it adds:

> 'These employees were not drunkards. They paid no money in fines. Few of them were ever disorderly and very few, compared with their numbers, subordinated ordinary sense to appetite. But they spent money for liquor—for that which did them harm and not good. They spent $1 the week, perhaps from $3 to $5 the week if they were well paid. One dollar the week represented the cost of fuel. Five dollars the week represented the larger share of their grocery bills. Three dollars the week would have paid taxes, fuel bill, and shod the family for the year. It was waste—senseless, harmful waste."

The Boone *News-Republican* considers prohibition more or less of an experiment which is gaining ground all the time. As to its success in a business sense, there is no doubt of it, according to this journal, which offers in proof the increased bank-accounts of former drinking men, the regularity with which grocer bills are paid, and the "happiness of women who can now buy shoes for the children." The police records in all large cities, or small ones for that matter, where prohibition is enforced, indicate clearly that it is a step in the direction of law and order, and *The News-Republican* adds:

> "Whether it is right is another question. A great many men believe it is an encroachment on personal liberty. Those who have had their glass of beer and can not now get it, feel that their rights have been encroached upon. The whole question is one of the greatest good to the community as a whole. We believe the true solution of prohibition will come with the entire elimination of the public sale of intoxicating liquor and the regulation of personal possession in such a manner as to effectually stamp out bootlegging of every description."

The Iowa Falls *Hardin County Citizen* reminds us that thirty-five years have passed since Iowa decided to try prohibition by passing a prohibition amendment by a vote of 155,000 to 125,000. At the time public sentiment in the State was about evenly divided. It reviews the history of the prohibition movement in Iowa, and observes that throughout all these years "temperance has advanced and been enforced to the extent that public sentiment has sustained it, and every sermon, every lecture, every newspaper editorial, every lawsuit, every agitation has helped to build a stronger temperance sentiment," and the prediction is made

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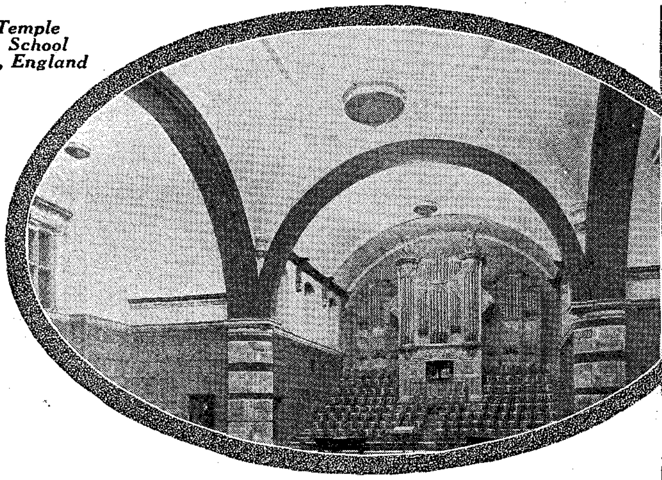
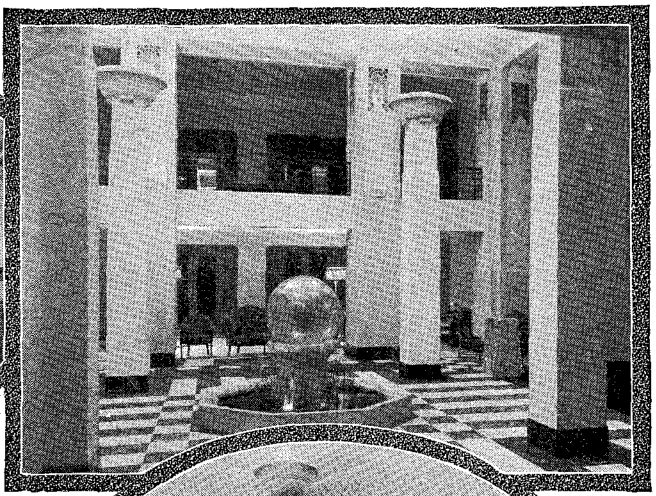
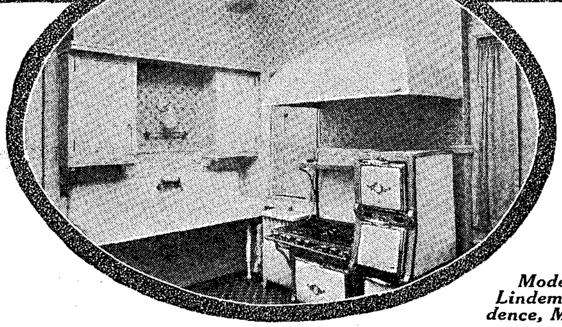


Voice Temple
Rugby School
Rugby, England



Exchange Floor
Traymore Hotel
Atlantic City



Model Kitchen
Lindemann Residence, Milwaukee

A Lighting Advertisement Without a Fixture Picture

This advertisement does not contain an illustration of a fixture because X-Ray Lighting is not a light shade or a fixture.

But a scientific principle of illumination.

The source of the light is always out of sight.

So it is with daylight, which seems to come from everywhere, evenly and broadly diffused. It is not a series of glares or dazzling spots, and is never seen as coming from a particular source.

X-Ray Lighting thus takes its fundamental guiding principle from daylight. It is lighting from concealed sources.

So, for every purpose, at any desired intensity, X-Ray is beautiful and striking illumination;

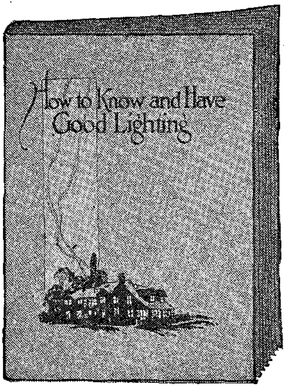
—eye-saving light without glare, spotlight dazzle, harsh brightness contrasts, or hard trying shadows.

—light like day, secured efficiently and economically by concealing the lamp in the opaque X-Ray reflector of the X-Ray Lighting system.

Because it is the most powerful reflector made—and patented, of course. Because its wonderful silvered corrugations diffuse the light broadly and evenly—more like daylight in quality and eye-saving effect than any other lighting; entirely lacking that glassy, hard light-quality of the so-called "semi-direct" lighting fixtures.

And while X-Ray Lighting is not a fixture, master designers have matched its beauty in fixtures of unusual charm and attractiveness; every unit being individually distinctive, and appropriate to the type of interior for which it was planned.

On request we will gladly send our elaborately illustrated book on better lighting. It is the "Who's Who" of modern illumination, fact-packed and vitally interesting. Its eye-health suggestions alone, would make it valuable—even if it did not give page after page of exceptionally helpful lighting suggestions for the home maker, the business man, the school-board member, and the church trustee. Say what kind of lighting interests you. We have some special treatises that may help you, in addition to our large, free book.



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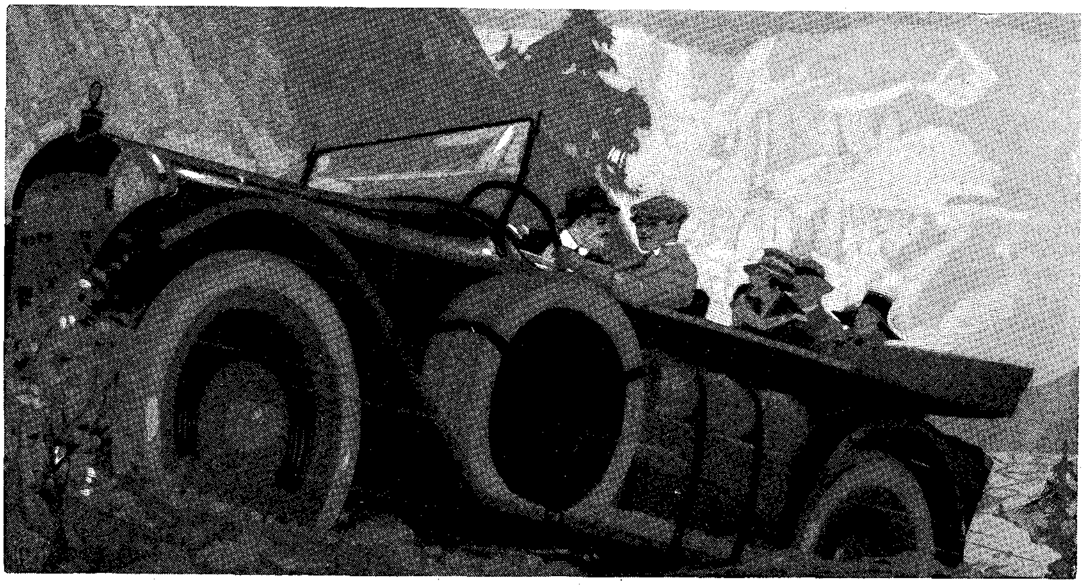

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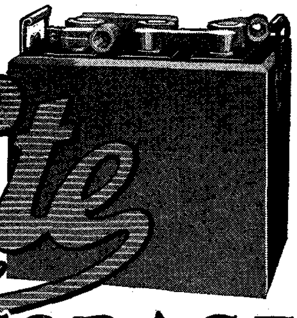


Prest-O-Lite STORAGE BATTERY

Not only a better battery but backed by Prest-O-Lite Service

that "nothing can stop the ultimate elimination of the liquor-traffic." The Marshalltown *Times Republican* believes that prohibition is successful and tells us that since it was inaugurated in that city public spirit and cooperative effort on the part of all interests and classes have increased in a remarkable degree. We read:

> "Business of the city has multiplied. Its character has risen high. Its workingmen have built and are building ten homes where they built one before and building excellent homes where their forebears under a wide-open liquor-policy built poor ones. Hundreds of those whose habits denied them credit and respect have attained both. The remark of a coal-dealer in answer to the question The Literary Digest has put was: 'Men who used to beg for credit for a dollar's worth of slack now order by the load over their own phones and we send it up without question.' That remark has the meat of it all. The abolition of the saloon makes a new community. To put it more exactly, it gives men a chance to be normal."

The Oskaloosa *Herald* informs us that a great majority of the people of Iowa are satisfied with prohibition and very few would welcome a return of the saloon, yet one pernicious feature of prohibition that is admitted by this journal is the ease with which liquor has been shipped from other States into Iowa, and it adds:

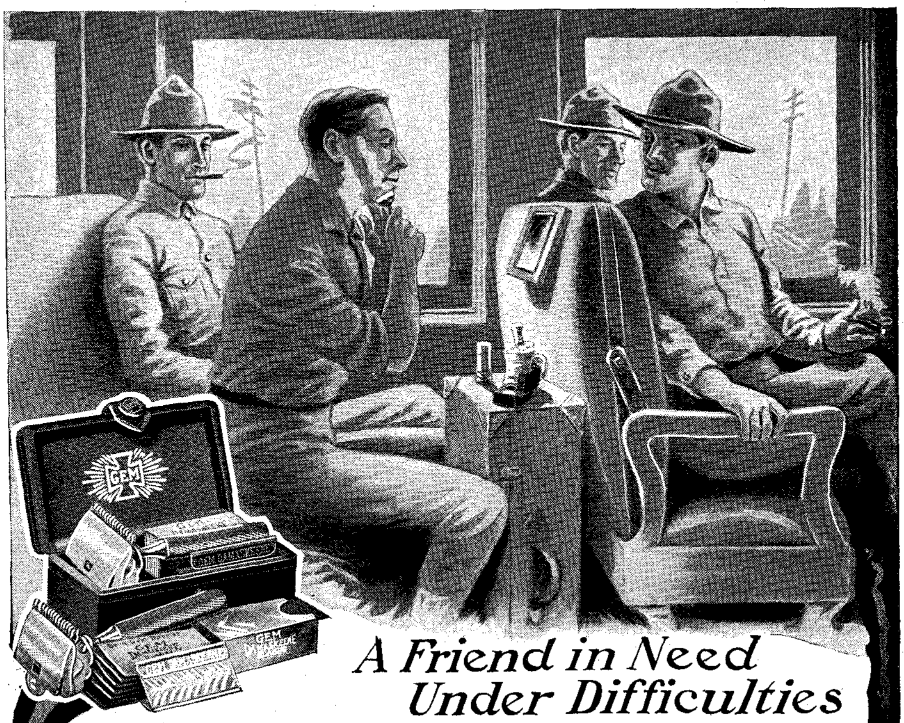
> "The Webb-Kenyon Law now becomes effective and the most objectionable feature to prohibition in Iowa will be eliminated."

The Humboldt *Independent* also believes the Webb-Kenyon Law decision "will be a big help for even more improvement," as it claims that conditions financially, socially, and morally have improved under prohibition. While this journal believes that prohibition should be made national in order to be really effective, "it must first be worked out State by State until public sentiment crystallizes to make it national. The sooner the quicker, and the quicker the better."

OREGON (1916)

In Oregon the Portland *Oregonian* remarks that the alacrity with which the State Legislature enacted the so-called "bone-dry" bill is "no doubt as pleasing to the Prohibitionists as it is disconcerting to the antis," yet this journal does not assume that the Legislature as a whole responded freely and heartily "merely for conscience' sake" to the popular demand for a drastic measure. It is more than suspected that a considerable minority of the members voted as they did "against their wishes, and probably against their convictions," but it is not at all to their discredit that they deemed it but good faith with the people to carry out the mandate of the amendment adopted last November, and *The Oregonian* adds:

"Yet there is no inconsiderable number



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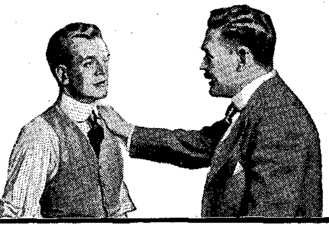

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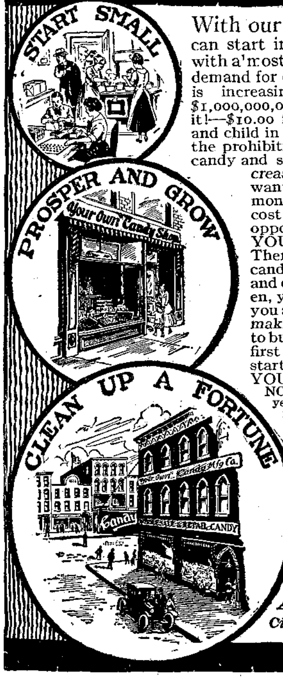

With our instruction, you can start in your own kitchen with almost no investment. The demand for candy and soft drinks is increasing rapidly — nearly $1,000,000,000 this year—think of it!—$10.00 for each man, woman and child in the United States. As the prohibition wave spreads, the candy and soft drink business increases. *Even if you only* want to earn some extra money to off-set the high cost of living, this is an opportunity to do it IN YOUR SPARE TIME. There is good profit in the candy business, in country and city, for men and women, young or old. We teach you all the secrets of candy-*making and selling—how* to build up a business. Our first lesson enables you to start earning at once. BUT YOU SHOULD HURRY. NOW is the best time of the year. DON'T WAIT. Write for full particulars. Use a post card or the coupon. Do it before you turn the page—NOW.

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> of people who think that the State is going rather too fast with prohibition. The law abolishing the saloon, adopted in 1914 and made effective in 1916, was acceptable to thousands of people who were not ready to concede that their right to buy and use liquor in moderation must be surrendered for the general good. Now, after a year's trial, with favorable results, the anti-saloon statute is abandoned outright, and the manufacture, sale, and importation of liquor as a beverage are forbidden. It is a radical advance, and its effect upon the great element which is neither dry nor wet is yet to be determined.
>
> "It needs but to be recalled that the State in 1914 voted out the saloon by a majority of nearly 40,000 and in 1916 went dry outright by a bare 4,000. The significance of these figures can not be overestimated."

The most auspicious omen for the enforcement of the "bone-dry" law, in the opinion of this journal, is the "unquestioned growth of prohibition sentiment everywhere," for liquor is on the defensive. The drinker must "pursue his habit on the quiet." The State of Oregon is making an interesting experiment, or series of experiments, with prohibition, according to *The Oregonian*, and no one knows what the years will bring forth. One may well be dubious about the complete workings of the new law, at least until we have national prohibition—if we do—and the next step may be to "prohibit the use of liquor and adopt search and seizure. This is not a prophecy, but prohibition must go forward—or backward." The Portland *Oregon Journal* observes:

> "In its one year under prohibition, Portland had one of the most successful commercial and industrial years in its history. Bank-clearings, post-office receipts, and bank-deposits broke all records. The holiday trade was by far the heaviest ever done by Portland merchants.
>
> "At the end of the dry year, Portland had more telephone stations, more electric-service connections, more gas connections, and more water connections than at any time in its history. School enrolment and school attendance were larger. The real-estate movement, tho not so pronounced as in former boom days, was more active than at any time during four preceding years.
>
> "Crime decreased. Public drunkenness almost disappeared. Petty offenses, such as larceny and the like, diminished more than 50 per cent. Vagrancy was cut to an unheard-of minimum. Non-support cases were reduced from 91 in 1915 to 31 in 1916.
>
> "Accidents, especially automobile accidents, decreased more than 60 per cent. Commitments to the penitentiary were cut more than 30 per cent. The number of inmates in indigent homes was much reduced."

The Salem *Oregon Statesman* gives us the following population figures of the State penitentiary:

Population: On February 7, 1916, 554. On February 7, 1917, 430. "Five-sixths of the reduction," says Frank Davy, bookkeeper at the penitentiary, "came from prohibition," and Warden Charles A. Murphy also holds that "prohibition has helped to reduce the number of prisoners."

The Astoria *Astorian*, while not professing to be Prohibitionist, believes, nevertheless, that because of the way the liquor interests have handled the State the "bone-dry" law is the best thing that ever happened to Oregon. In the year 1916, we are told, the banks throughout the State showed great increases in savings-accounts, and in Astoria mercantile establishments now occupy all the fifty buildings vacated by saloons.

As to the social compensation for the lack of the saloon, this journal tells us that "workingmen's clubs" are numerous throughout the State. There are several in Astoria, where men can go for a game of pool, a game of cards, and a cigar or a soft drink. The rooms are warm and comfortable, and the tables well supplied with reading matter. The proprietors of the Astoria clubs say they are making money, not as much as saloons made, of course, but they are making a comfortable living and earning a profitable return on their investment.

The editor of *The Oregon Farmer* (Portland) considers prohibition in its limited form a decided success, and he hopes it will be a success in its absolute form. State officials and business men are almost unanimous in approving it, and he tells us that it is very popular in the country. The Corvallis *Gazette-Times* also notes the decrease in the number of arrests and the increase in savings-accounts that have followed prohibition, and points out that the "dry" law has developed a new industry, for old breweries are now making loganberry juice, the product of which last year was valued at $1,500,000, and the industry is just getting started.

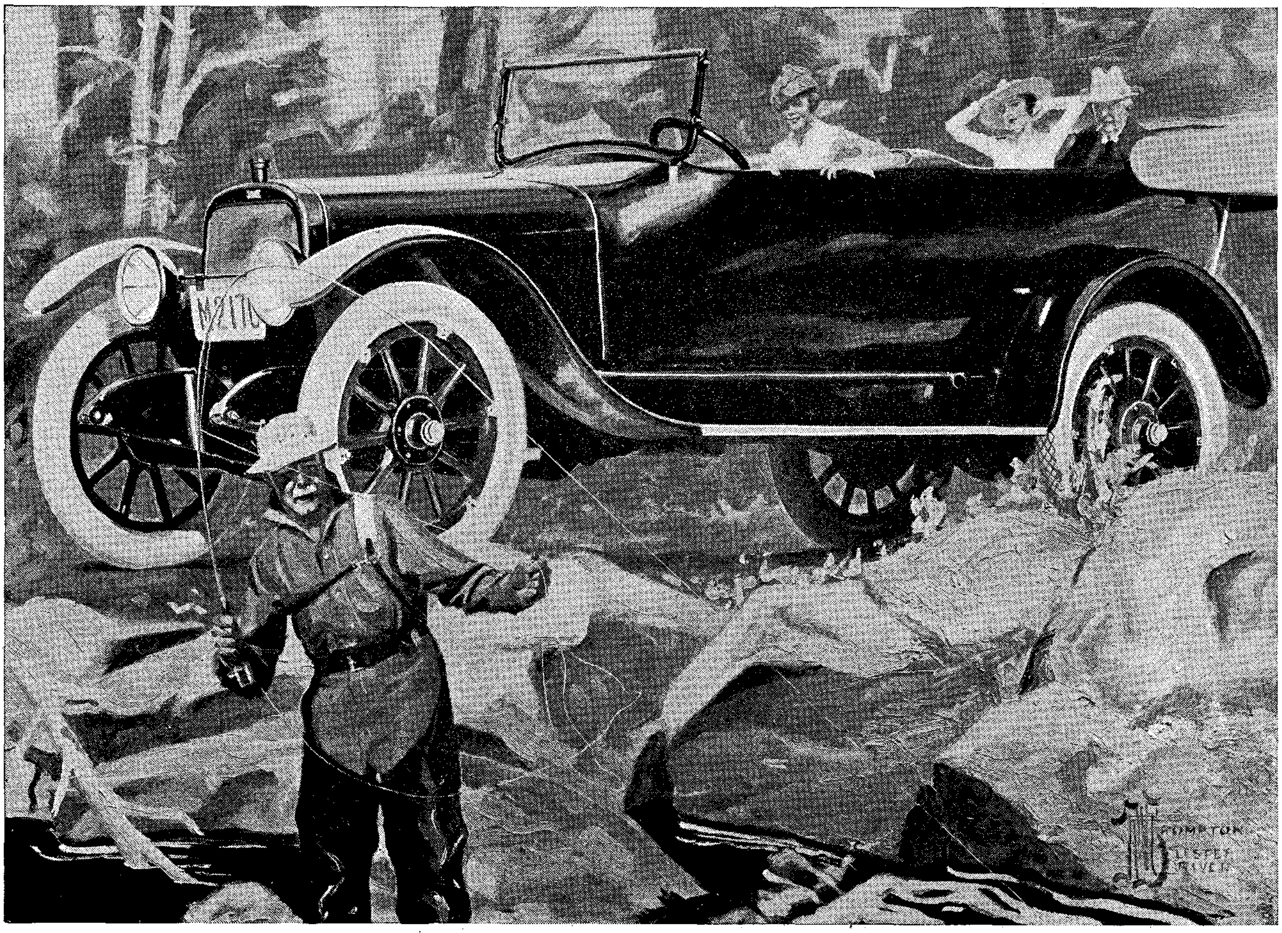
The Pacific Baptist (McMinnville) is emphatic in its belief that prohibition has been a success in Oregon and would recommend it to other States. And *The Pacific Christian Advocate* (Portland, Methodist) also is a firm believer in the success of prohibition in Oregon and the Northwest generally, because it has improved the people morally, socially, and economically.

SOUTH CAROLINA (1916)

In South Carolina, the Charleston *American* tells us that the people have ratified prohibition at the polls, only to be handed a gallon-a-month law, or some such makeshift, by the legislature, "ostensibly on the ground that it was impossible to keep liquor out of the State as a matter of interstate commerce, but really because the legislature knew that at heart the people didn't want prohibition, being forced to act

(*Continued on page* 1679)

CHANDLER SIX $1395



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PEOPLE are buying automobiles now with more good common sense than ever before. And twice as many are buying Chandlers as ever bought before.

Men know the Chandler is under-priced, as compared to other cars.

They know that among other Sixes two or three hundred dollars more will not buy a car of such splendid design and equipment, such assuredness of satisfying performance.

They know that at a factory list price of only $1395, the Chandler is, in essential engineering features, like or very similar to the best of the high-priced cars.

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You, too, will choose the Chandler if you realize how much more high-grade construction the Chandler offers than other cars in the medium-priced field, and

—if you know the Chandler Motor.

In choosing your car you are seeking all the dependability and long life characteristics of the finest cars of every type, and

—you surely seek the utmost in six-cylinder flexibility.

These two qualities, coupled with graceful and comfortable bodies, you want at a fair price.

These qualities the Chandler offers you in a surpassing degree. We don't merely say this is so—we prove it.

If there should be any doubt in your mind as to this, if there is a question as to which of the medium-priced sixes would serve you best, just see how the Chandler checks with the high-priced cars and see how the others do not.

FIVE BEAUTIFUL TYPES OF BODY

Seven-Passenger Touring Car, $1395 *Four-Passenger Roadster, $1395*

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Limousine, $2695

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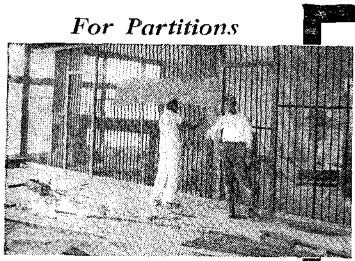
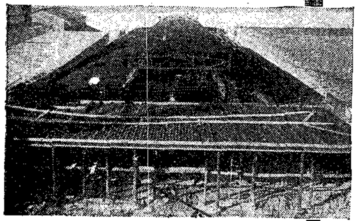
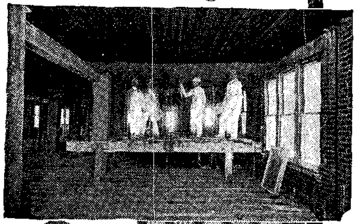


For Roofs



For Ceilings



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For every building, large or small, Hy-Rib is the ideal type of *modern, fire-proof, permanent construction*—and it saves money, too.

In floors, roofs, walls, sidings, partitions, ceilings, or furring—in arched floors, culverts, conduits, sewers, silos and tanks—the use of HY-RIB *eliminates forms, studs, stiffening channels and all special equipment.* This not only saves time and material, but reduces the labor cost considerably.

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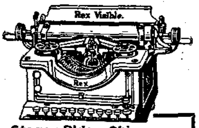

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Who is performing the vital duty of supplying our fighting men with their equipment? Few people realize how largely our army and navy depend upon foreign-born workers for their supplies.

Men of foreign birth make up 40% of the workers who make firearms in the United States; more than half the employees in our foundries and machine shops; 58% of the men who do our iron and steel manufacturing; more than 60% of our bituminous coal miners.

These and hundreds of other facts of immense interest and significance at the present time, are presented in a wonderful story of American business—

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Perfec-Tone Reproducer

—a wonderful little device that eliminates the harsh, metallic noises and brings out the superb, natural tones of the human voice or *any instrument.* The effect is positively amazing. The scratch, twang and rasping disappears—only mellow, silvery, "natural" harmonies are heard. Fits any machine using disc records. Fully guaranteed. Costs little—positively doubles enjoyment of any phonograph. Write for circular and low factory price.

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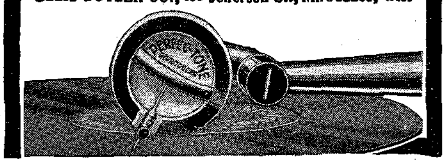


CURRENT EVENTS

THE GREAT WAR

AMERICAN OPERATIONS

May 10.—Secretary Lansing announces that peace-terms will be considered by the United States and the Allies jointly, which makes it improbable that Germany will attempt to negotiate a separate peace with the United States.

The Congress Conference Committee reaches an agreement upon the Army Conscription Bill. The age of draft is placed at twenty-one to thirty years, inclusive. The Senate amendment authorizing Colonel Roosevelt to raise a volunteer army is discarded, the pay of soldiers is raised in all ranks, and a large number of exempt classes provided for.

The Government begins the publication of an official gazette called *The Official Bulletin* which will contain all the war-news passed by the censor. It will be distributed only to publishers and post-offices.

Enrico Arlotta, Italian Minister of Marine, and the members of the Italian War Commission arrive in New York City.

May 11.—The State Department announces the personnel of the Russian Commission as follows: Elihu Root, chairman; Charles R. Crane, John R. Mott, Cyrus McCormick, Samuel R. Bertron, James Duncan, vice-president of the American Federation of Labor, Charles Edward Russell, Maj.-Gen. Hugh L. Scott, Rear-Admiral James H. Glennon.

Under an international agreement a small board is to be appointed which will do all the buying for the United States and her Allies in this country, thus putting an end to competitive bidding, announces Washington.

Minister Arlotta states the needs of Italy to be ships, war-materials, and provisions.

In a formal statement issued at Washington, Assistant Secretary Vrooman, of the Department of Agriculture, charges that a lobby of food-speculators is at work to defeat the Administration Food-Control Bill.

May 12.—The House votes, 215 to 187, to send a volunteer army to France subject to the approval of the President.

The Department of Commerce orders all ships engaged in the transatlantic trade to double their life-boat capacity.

May 13.—The United States Shipping Board announces that the contracts for the construction of eight steel ships have been signed by the Government.

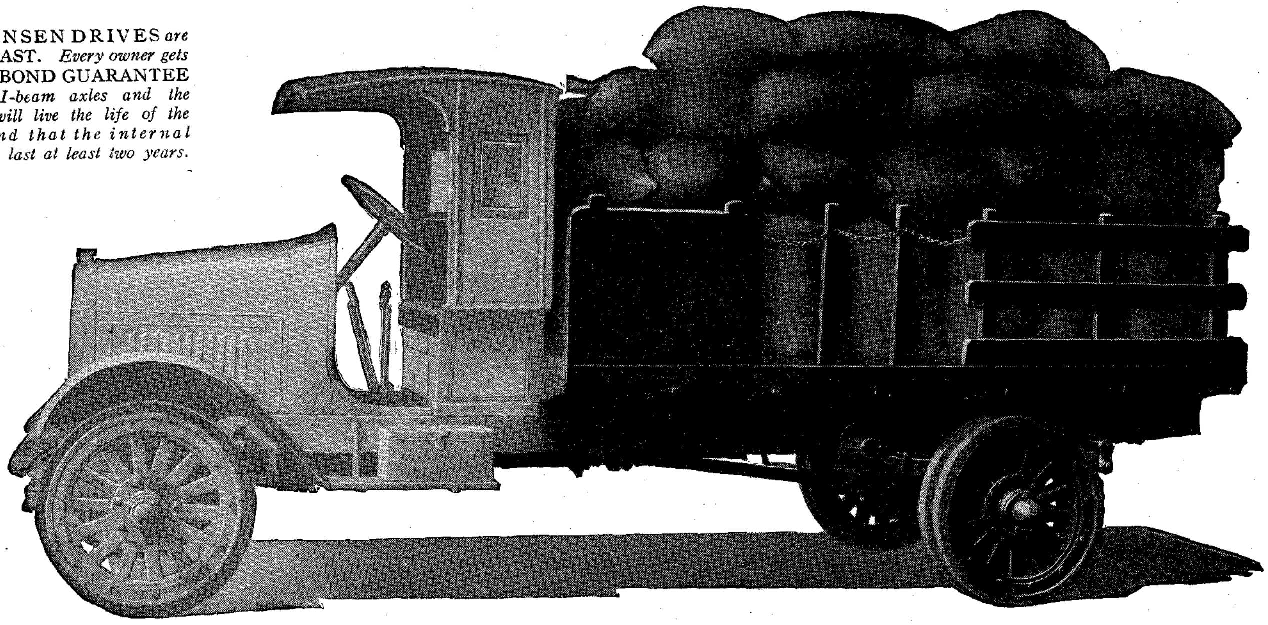
May 14.—The Espionage Bill with the censorship section eliminated and the Cummins prohibition amendment stricken out passes the Senate by a vote of 77 to 6.

Great Britain agrees to turn over to the United States all shipping being built here for British interests, declares Washington. One million and twenty-four thousand tons are involved.

May 15.—Pleading that "the exercise of such authority has become imperatively necessary," President Wilson causes a resolution drawn by Attorney-General Gregory to be introduced in Congress giving him authority over transportation with power to determine what commodities shall have preference in the movement of freight.

Members of Senate and House committees on agriculture, in conference with

TORBENSEN DRIVES *are made to* LAST. *Every owner gets a* GOLD BOND GUARANTEE *that the I-beam axles and the spindles will live the life of the truck; and that the internal gears will last at least two years.*



The REAR AXLE *carries* 80% *of a* truck's load!

THE vital part of a truck is the part that has to carry 80 per cent of the load and, at the same time, transmit the power to the rear wheels—*the Rear Axle DRIVE!*

Just as it was *motor* trouble that retarded the early development of the *pleasure car;* so it has been *rear-axle* trouble that has retarded the development of *trucks.*

Pleasure cars are built for *light* loads; trucks, for *heavy* loads.

And four-fifths of the weight of these heavy loads rests on the truck's rear axle. It must be STRONG.

It must also be proof against the jars and shocks of rough roads on *solid* tires.

In addition, it must transmit power—and do it *efficiently.*

The TORBENSEN Drive dominates the truck rear-axle field today, chiefly because it meets these practical truck requirements *better* than they have been met before.

The TORBENSEN Drive is really two axles. One is for *load carrying;* the other is for *driving.* The *load-carrying* axle, which is I-beam construction (the strongest and lightest form of steel construction known, and an exclusive patented feature of TORBENSENS), carries the load.

The power is transmitted through an axle which is separate. And the power is applied *at the wheels themselves* and *near the rims*—instead of *at* the center, the old-fashioned way.

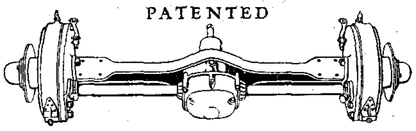
So this additional *leverage* reduces the strain to a *small fraction* of the strain on the turning member of an *ordinary* axle; and by being wholly independent of the load axle, the gears of the differential can't possibly be jarred out of adjustment or alignment by the jolts of cobblestones or rough roads or by the jerking of trailers.

These are the main reasons why the TORBENSEN Drive has solved the truck problem; why more TORBENSENS are being used than any other kind of drive; why they are being used by the most progressive truck makers; and why these makers have become the largest truck makers in the world.

TORBENSEN-DRIVE

PATENTED

Internal Gear Axle



The Torbensen Axle Co.,
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Largest builder in the world of Rear Axles for Motor Trucks

"One boy does work of eight clerks"

"Our DIREX-ALL equipment has been in use for three years and is giving invaluable service. We have a triple head type F machine, keyboard power typograph and approximately twenty-five thousand plates embossed with names, addresses and other information. The plates are filed in your all-steel fireproof cabinets. One boy is doing all our imprinting without the attendant mistakes of other methods, whereas if we did not have the DIREX-ALL equipment, it would require at least seven additional clerks to get out the same amount of work. We fully appreciate the service rendered and will be pleased to recommend the DIREX-ALL to anyone making inquiry."

(Signed) W. W. POWELL,
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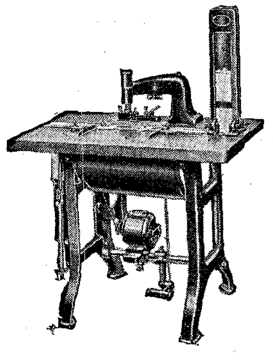

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The Book of Hardy Flowers

A VOLUME of encyclopedic scope by H. H. Thomas, the well-known author of "The Ideal Garden," "The Complete Gardener," etc., forming a simple yet exhaustive guide to the cultivation in gardens of the trees and shrubs, perennial and annual flowers that are hardy or are suitable for planting out of doors in summer in temperate regions. For convenience of reference the plants are described in alphabetical order under their botanical names, but an index of popular names is also furnished, by means of which any one can be promptly located. The color, size, and general description of each plant are given, with the correct method of sowing, planting, pruning, making cuttings, grafting, budding, layering, etc., the best mixture of soil for each plant, time of blossoming, and probable diseases. Every gardener and garden-owner should have this book, which covers the whole field of outdoor gardening so thoroughly that one never fails to find just the information needed. It is beautifully illustrated by 32 color photographs and 170 plates in black and white, many of them reproductions from photographs.

Royal 8vo, Cloth, 504 pages, $3.50; by mail, $3.70.

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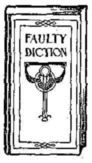
4 BOOKS ON GOOD ENGLISH ALL FOR 75c



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Four up-to-date little volumes, arranged by the editors of "The Standard Dictionary." Dependable and sure guides to the correction of many common faults in English speech and writing. Always ready with the correct answers to the little "puzzlers" in English which come up every day. Four volumes each complete in itself: "*Faulty Diction*," how to correct it—"*Better Say*," ways to improve your language—"*Foreign Phrases*" in daily use—"*Helpful Hints*" toward better English. Cloth, 25c each, or all four in neat box for 75c. We pay carriage.

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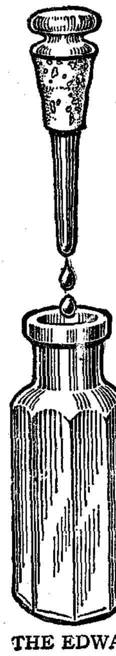
FOREIGN PHRASES IN DAILY USE

HELPFUL HINTS

THE STANDARD DICTIONARY is needed in every American home where education and culture are truly esteemed.

Lift Corns out with Fingers

A few drops of Freezone applied directly upon a tender, aching corn stops the soreness at once and soon the entire corn or callus loosens and can be lifted off with the fingers without even a twinge of pain.



Freezone

Removes hard corns, soft corns, also corns between the toes and hardened calluses. Does not irritate or inflame the surrounding skin or tissue. You feel no pain when applying it or afterward.

Women! Keep a small bottle of Freezone on your dresser and never let a corn ache twice.

Small bottles can be had at any drug store in the U. S. or Canada

THE EDWARD WESLEY CO. Cincinnati, Ohio

President Wilson at the White House, decide that there must be an emergency food-agency to which all regulatory powers will be delegated, and it is practically agreed that this agency shall be a one-man body. Food-speculators are severely denounced by the President during the conference.

Representatives of the grain exchanges of the country, in forestalling any action by the Federal Government, fix a maximum price for wheat futures at or under which sales may be made. No trading in May options is permitted except to close out accounts.

May 16.—A squadron of American torpedo-boat destroyers reached Queenstown, May 4, and at once began patrol duty on the seas, say dispatches from London received to-day. One of the vessels has already encountered a submarine, according to an announcement by the Admiralty, but the result is not made public. One of the squadron acted as convoy to a large Atlantic liner on the voyage across.

Senators in executive session for five hours attack the President and Administration leaders for lack of cooperation with Congress in war-measures. The President is warmly scored for an alleged tendency to usurp legislative functions.

It is announced that after the first of the month no unnaturalized German may go within half a mile of any State armory without a special permit from the Federal authorities.

The United States lends $100,000,000 to Russia in the form of an extension of credit to meet maturing bills in this country, Washington reports.

A drive in the House, led by Representatives Lenroot (Rep.) and Sherley (Dem.), puts through an amendment to the War-Revenue Bill providing for an increase of the surtax on individual incomes of more than $40,000 and less than $60,000 from 8 to 10 per cent., Washington reports. The vote was 98 to 87.

THE WEST FRONT

May 10.—After a day and a night of hard fighting the situation on the West front remains the same, reports London. A British attack south of the river Souchez has brought Haig's men almost into Lens, and continues to develop, say War Office dispatches.

May 11.—British troops in the southwestern outskirts of Lens meet three terrific counter-attacks, in two of which liquid fire is used to prepare the way for the German advance. A lodgment is effected at one point on the front of six miles between Gavrelle and Lens which was attacked, but the British eject all Germans from their trenches later in the day, announces London.

The French War Office reports that two counter-attacks by the Germans failed with heavy loss to the attackers. The French capture a position near Chevreux by a quick thrust in the night.

May 12.—The ground is cleared for an offensive on the Drocourt-Queant line by a British advance on a front of three miles. The approaches to Bullecourt, Rouex, and the Cavalry Farm are captured and firmly held, reports London. Seven hundred prisoners and much trench-artillery are taken.

May 13.—The British push their advantage on the Arras battle-field, and after a hard day's fighting the British and the Australian troops hold the greater part of the village of Bullecourt.

The Magic of the Mails

HE has a modest office in an old building. Few people know him by name. Locally he is a nonentity. No one ever points him out as a conspicuous success in business.

But he does a volume of business which tops that of many a ten-office-suite concern, and his net profits reach six figures by the end of the year. Few men do as well.

He knows the secret of the magic of the mails.

He is wise to the great principle that makes the mail-order business what it is today. Call it merchandising sense, plus advertising sense, plus common sense.

Advertising sense taught him the secret.

Mass advertising aims at the crowd. It hits here and there, but most of it goes to waste.

Selective work aims at the individual. Every shot counts. It gives the leverage of personal contact. It gets the prospect's attention because it does not have to compete with scores of other messages when it reaches him; it goes alone. It is a twin-brother to timeliness, always able to seize the opportune moment. It demands and gets quick action. It offers an accurate check upon returns.

The Multigraph Junior—A completely equipped hand-operated machine for producing typewritten letters and forms in quantities. $175. Easy payments.

Of all the forms of direct-mail advertising the personally written, form-typewritten letter is most productive.

The Multigraph produces typewritten letters—not imitations. The only distinction between its work and a typewriter's is that the Multigraph produces a page at a time and the typewriter a single character at a time. And the Multigraph-typewritten letter costs about a tenth as much.

The magic of the mails is a force that you can command. For practical information about profitable methods send in the coupon.

You can't buy a Multigraph unless you need it

THE MULTIGRAPH

Produces real printing and form-typewriting, rapidly, economically, privately, in your own establishment

The Multigraph,
1811 E. 40th St., Cleveland, Ohio.

What you say about the magic of the mails sounds promising. Tell me more.

Name............................
Official Position......................
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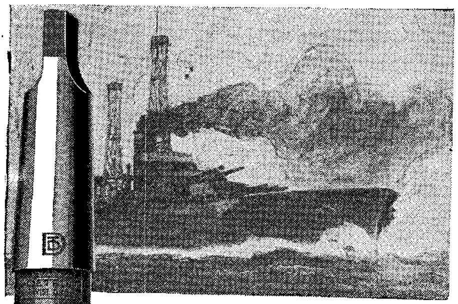
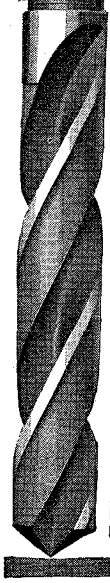
Street Address.......................
Town................ State..........





BACK of Uncle Sam's Battle-ships—back of the army—are the great manufacturing institutions — ready to furnish the machines and supplies for successfully carrying on the colossal business of war. As standard equipment in a large number of these big industrial plants

DETROIT TWIST DRILLS

are putting drilling operations on a double quick war time basis and maintaining a uniformly high quality of work.

Keen production executives everywhere ***standardize*** with Detroit Twist Drills because they insure quicker, cleaner holes at less cost for power.

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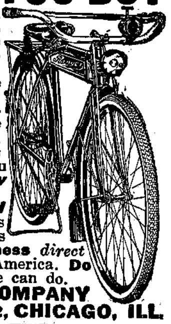


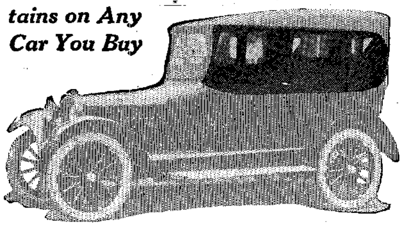
Select the bicycle you prefer from the **44 styles** colors and sizes in the famous **"Ranger"** line. We send it on approval and **30 DAYS TRIAL,** *freight paid to your town.* Return it if not pleased and the trial costs you nothing.

Write at once for large illustrated catalog showing *complete line* of bicycles, tires and supplies, and particulars of *most marvelous offer* ever made on a bicycle. You will be astonished at our ***low prices*** and *remarkable terms.*

RIDER AGENTS Wanted —Boys, make money taking orders for Bicycles, ***Tires*** and Sundries from our big catalog. **Do Business** *direct* with the leading bicycle house in America. **Do not buy** until you ***know*** what we can do.

MEAD CYCLE COMPANY
Dept. N172, CHICAGO, ILL.

You Can Have Collins-System Curtains on Any Car You Buy



Be Independent of the Weather Man

That means having Collins-System Curtains on your car

Most of the quality cars in every price-class have them as regular equipment. You can get them on any car you buy, if you insist on them.

COLLINS-SYSTEM CURTAINS
A point to judge the Car by

Each section of Collins-System Curtains is right at hand when you want it. You can beat the first rain-drops in a summer shower; and have the curtains out of the way again in time to catch the first glimpse of the returning sun. Tell the dealer you want Collins-System Curtains. And look for the license tag—your protection against imitations.

JACKSON TOP COMPANY, Jackson, Michigan

Collins Always Ready Curtains
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JACKSON TOP CO., JACKSON, MICH.
DIVISION—NOVELTY LEATHER WORKS

May 14.—The village of Roeux, after hard fighting, falls to the British, General Haig reports.

May 15.—Four determined attempts by the German forces to drive the British from Bullecourt fail with heavy losses in the ranks of the assailants, declares London.

May 16.—On a two-mile front, from Gavrelle to the Scarpe, von Hindenburg hurls a massed attack against the French and British forces with troops fresh from a long rest on the Russian front, according to advices from London. The attack is repelled after a fierce battle, and the shattered remnant of the German forces driven back on their trenches.

The Italians are reported from Rome as sweeping forward on a wide front on the Julian Alps, the Italian troops driving back the Austrians by furious assaults. Three thousand and three hundred and seventy-five Austrian prisoners are taken. Vienna claims the capture of 1,600 Italians.

THE EASTERN FRONT

May 10.—British troops on the Macedonian front capture two miles of trenches in the strong central portion of the Bulgar lines, between Lake Doiran and Vardar, reports London.

May 11.—Both Entente and Teutonic reports mention heavy fighting in the Balkans, but Sarrail claims small successes at many points, while Berlin denies that any advance was made.

May 12.—The Servian Army in Macedonia begins to fight its way up the Dobropolje Heights east of Cerna. General Sarrail's reports show a general advance is under way, avers London.

Petrograd reports that Russian troops in Mesopotamia crossed the Diala northeast of Bagdad on May 3, and when last heard from were menacing the rear of the Turks recently defeated by General Maude in their refuge in the Jebel Hamrin Hills.

May 16.—London advices tells of the capture of three miles of trenches on the Bulgarian first line of the Macedonian front, while the left wing is broken and two positions captured.

GENERAL

May 10.—Strikes of English machinists are interfering with the production of munitions, says Mr. Arthur Henderson, British Minister without portfolio.

Lord Cecil, Minister of Blockade, tells the House of Commons he has reason to believe no American foodstuffs will be passed by neutral nations into Germany.

The British Admiralty announces that a fleet of light cruisers and destroyers encountered a flotilla of eleven German destroyers in the North Sea and pursued them to their base without being able to overtake them.

May 11.—Herr Batocki, German food-dictator, admits crops are disappointing in Turkey, Bulgaria, Hungary, and Roumania, and, further, that American cooperation with England is preventing the importation of any foodstuffs from neutral countries, which had been a large source of supply in the past, reports London.

May 14.—An official statement from Paris announces that seventeen French merchantmen have been sunk during February, March, and April by German submarines. None of these vessels were armed.

May 16.—The official British statement of losses by submarines for the week reports a loss of 23 ships and 3 fishing-vessels. Eighteen of these ships were over 1,600 tons. Nineteen merchantmen were unsuccessfully attacked. This is less than half last week's losses.

Rome announces two steamers under 1,900 tons were sunk by *U*-boats in the last week. Seven small sailing-craft are missing.

FOREIGN

RUSSIAN UNREST

May 11.—Petrograd cables that the Council of Soldiers' and Workmen's Delegates decide to send representatives to the Socialist conference at Stockholm and to invite the peoples of the world to a peace-conference to be held as soon as possible on neutral soil.

May 12.—The Executive Committee of the Council of Soldiers' and Workmen's Delegates decide by a vote of 23 to 22 not to participate in the Coalition Cabinet, cables Petrograd. The committee denies the reports of a workmen's uprising at Schlüsselburg.

May 14.—A. F. Kerensky, Russian Minister of Justice, and the one Socialist member of the Provisional Government, declares at a meeting in Petrograd of the delegates from the front that "as affairs are going now it will be impossible to save the country."

War Minister Gutchkoff resigns because of the delegates' interference in military affairs.

May 15.—The conflict between the Russian temporary Government and the Council of Soldiers' and Workmen's Delegates is reported from Petrograd to be nearer a solution, but it is said to be doubtful if a satisfactory settlement of the chaotic conditions will be reached for some time. In this connection the United States Government receives advices indicating that the German Government is not meeting with success in its effort to disrupt the Russian Provisional Government and bring Russia to a separate peace or lessen her military efficiency.

General Brusiloff, the hero of the Galician offensive, and General Gurko, commanders on the Russian West front, resign from the Army.

May 16.—The Russian Government and the Radicals reach an agreement, and a reconstruction of the Cabinet is begun, Petrograd reports.

Professor Miliukoff, Foreign Minister, resigns from the Cabinet.

GENERAL

May 10.—Berlin officially denies the assault on the Kaiser reported from Zurich.

The French Deputies decide that full reparation by Germany for the damages inflicted on the invaded districts of France should be an article in the terms of peace, aver dispatches from Paris.

Secretary Lansing says relations with Mexico are better than at any time since the recognition of Carranza.

Joseph McGuiness, formerly a Sinn Fein prisoner, wins a seat in the House of Commons, says London.

May 12.—After three days' conference the Danish, Swedish, and Norwegian Ministers decide their countries shall maintain the policy of impartial neutrality, says an official announcement from Stockholm.

May 15.—Chancellor Bethmann-Hollweg bluntly refuses to discuss Germany's

To Motor-Truck Dealers

How the Food Crisis is Selling Motor-Trucks

Even if the greater economy were the only consideration, present conditions would force the more universal use of the motor-truck and commercial car.

The cost of maintaining a horse has more than doubled with oats at 80 cents a bushel, corn $1.50 a bushel, and hay in the same ascending scale.

While it costs twice as much to feed a horse, he can do no more work than he did before. He is capable of only so many hours of work a day. He is liable to sickness or fatal injury.

The "Next Worst" Prime Mover

The whole nation is bending its energies in organizing and coordinating its resources to bring all activities to a higher efficiency in order successfully to meet war conditions.

Edward A. Bradford, of the Department of Agriculture, is the authority for this statement:

> "Human muscle power is one of the costliest and least productive of prime movers. Perhaps the next worse is horse power."

In these times of stress even if the motor-truck were not more economical to operate, the demand for greater efficiency would make motor-driven vehicles supplant thousands of horses.

Feeding Horses or Feeding Humans

There is a bigger, broader, more important consideration, one that comes home to every human being—the food supply.

The high price of keeping horses would concern only those who pay the feed bills, except for the fact that horses eat food human beings need.

With a world-wide shortage of food, human safety demands an accounting for every pound of grain that human beings can eat, and for every acre that can produce this grain.

Eighteen quarts of oats is the daily average consumption of a work horse during the open season, while during the winter six quarts a day is sufficient for each.

At least 17,000,000 of the 24,000,000 horses in this country are work horses.

This means 136 bushels of oats per year for each work horse—a total of 2,312,000,000 bushels.

There is no more nourishing food for human beings than oatmeal and other oat products.

Two Horses or Three Humans

The United States Department of Agriculture has established the cost of feeding horses in relation to human beings.

The Department says:

> "It takes something more than three average acres to supply a human being.
>
> "It takes something more than five average acres to supply a horse."

So every team of horses costs more to maintain than three human beings.

It is true that motor-trucks and tractors cannot do all the different kinds of work that horses are called upon to perform, but wherever a team of horses is employed to do work that can be done more effectively and more economically by a motor-driven vehicle, the upkeep of those horses is seriously menacing the food supply of human beings even if it is not robbing three human beings of food.

The Mighty Power of Public Opinion

The great war will be won or lost by food. All the authorities are agreed upon that.

Even if there be no actual pinch of hunger, the rising cost of foodstuffs is bound to crystallize in an irresistible public opinion whose object will be to compel the conservation of food.

Those who employ horses to do work that motor-trucks can do better, may have to justify the use of horses.

The Public Will Sell Motor-Trucks for You

Motor-truck and accessory manufacturers are using *The Literary Digest* because experience has proved to them that it appeals to, and is carefully read by, business executives and progressive retailers.

The power of *The Digest* to influence the actual buyers of trucks is apparent, and we are selected by practically every manufacturer as the principal factor in their national advertising.

Reaching The Buyers and The Public

Manufacturers advertising in *The Digest* are making a direct appeal to the biggest, selective market of actual buyers, but—and this is equally important—they have a message that is now of direct personal concern to the public.

They are showing the most intelligent, the most progressive, and therefore the most influential public in America—the more than 650,000 subscribers for *The Literary Digest*—that the makers of motor-trucks are prepared to do their part by increasing and conserving the food supply not only for ourselves but for our allies.

The motor-truck is one of the most important factors in the conservation of foods.

This means the public will sell motor-trucks.

Business for The Dealer

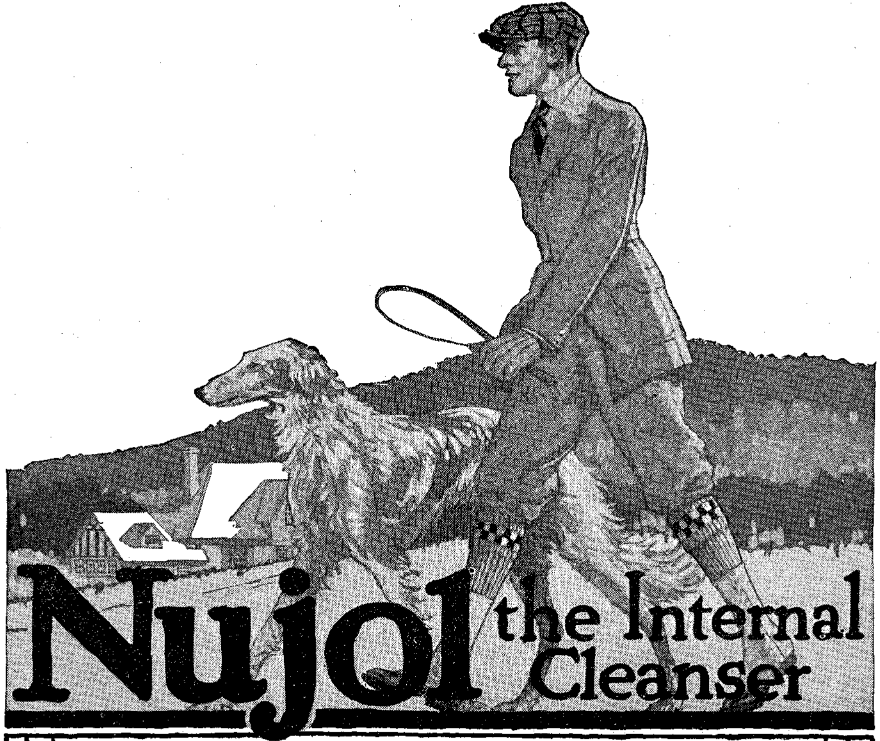
Especially is it wise for you to canvass your market in the light of present conditions and get placed your advance orders so that you may meet the present extraordinary demand for motor-trucks.

Read the national advertising of motor-trucks in every issue of *The Digest* and other leading publications, and write to the manufacturers and tell them you appreciate publicity that helps you.

There is a real opportunity for wide-awake, alert dealers to represent these progressive manufacturers. Write to-day on your letterhead, carefully give references and reasons why you can sell motor-trucks, and ask these manufacturers what they have to offer.

Motor-Truck Department

The Literary Digest



Keep Fit—*for* Your Country

In this world crisis it is your duty, above everything else, to keep yourself in good condition. You can't serve your country in any capacity if you allow your health to run down.

The Nujol treatment will make *you* a national asset—not a liability. Take a little Nujol upon rising and retiring and it will remove waste matters and poisons (intestinal toxins) from your system, and keep your habits regular as clock work.

Nujol is not habit forming. (The longer you take it, the less you need it.) No griping, straining, upset stomach or weakening.

Nujol is absolutely pure and harmless, and is pleasant to take. Even the infant will enjoy it, and it will do as much for him as it does for his mother.

Nujol is sold in pint bottles only, bearing Nujol trademark, never in bulk.

Nujol is absolutely distinctive and individual. There is no other product on the market like it.

STANDARD OIL COMPANY
(New Jersey)
Bayonne New Jersey

Please send me booklet on Nujol and its uses. Write your name and address plainly below. Dept. 66

Name ....

Address ....

10 Minutes a Day

devoted to the practical instructions and diagrams in Prof. Dalton's new book, "Swimming Scientifically Taught," and you can easily

LEARN HOW TO SWIM

Prof. Dalton's book is written for the expert as well as the novice. In addition to the instructions in the fundamentals of swimming, he analyzes, with text and pictures, the various strokes used by professionals, and carefully considers the value of each as to speed, endurance, etc.

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THIS WEEK

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"THIS-WEEK" is the name of a new and valuable "Pocket Orderly" that serves with a *maximum of convenience* as Portfolio, Calendar, Diary, and as a record of Appointments, Reminders, and Expenses.

Simplified for the busy man!

MAILED to your address, anywhere, with Personal Efficiency Pointers 2, 3, and 4, for **10c**

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PECACO CANOES

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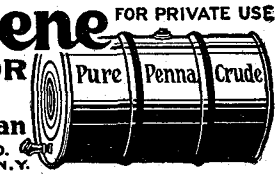
NONE CAN COMPARE WITH IT

SEND FOR CATALOG

PENOBSCOT CANOE CO., MILFORD, MAINE



Tiolene

IN STEEL DRUMS FOR PRIVATE USE

The MOTOR OIL that's Clean

TIONA OIL CO.
BINGHAMTON, N.Y.

peace-aims in the Reichstag, declaring that a specific program would be premature and difficult to formulate. Herr Scheidemann hints that if the British and French renounce the idea of annexation of territory, and Germany insists upon it, there would be a revolution.

May 16.—Lloyd George, British Prime Minister, in a letter to John Redmond, the Irish Nationalist leader, outlines the Government's terms providing for the settlement of the Home Rule question, London reports. The proposed measure gives home government to Ireland, exclusive of the "six northeast counties of Ulster, such exclusion to be subject to reconsideration by Parliament at the end of five years."

In reply to Chancellor Bethmann-Hollweg's refusal to state the peace-terms of the Central Powers, Cecil and Asquith tell the Commons that altho the Allies are in sympathy with the Russian policy of no annexations or indemnities, still no guaranty against annexations can be given. The liberation of opprest peoples in Germany's conquests and colonies can not be abandoned.

DOMESTIC

May 10.—Marshal Joffre is given an enthusiastic reception at a special gala performance at the Metropolitan Opera House in New York. During the day he unveils a statue of Lafayette in Brooklyn and is presented with a gold replica of the Statue of Liberty by Mayor Mitchel.

The New York Legislature repeals the Frawley Law. Boxing contests to which admission is charged will be illegal in New York after November 15.

Joseph B. Foraker, ex-Senator and twice Governor of Ohio, dies in Cincinnati at the age of seventy.

May 11.—Mr. Balfour and the British Commission are received with enthusiasm by the people of New York City. Marshal Joffre spends the day at West Point.

The Chicago Board of Trade stops trading in May wheat to prevent a stampede of buying.

Another strike which threatened to involve 75,000 coal-miners is settled by the Government when representatives of both sides reach an agreement in conference with Secretary Wilson, of the Department of Labor, says Washington.

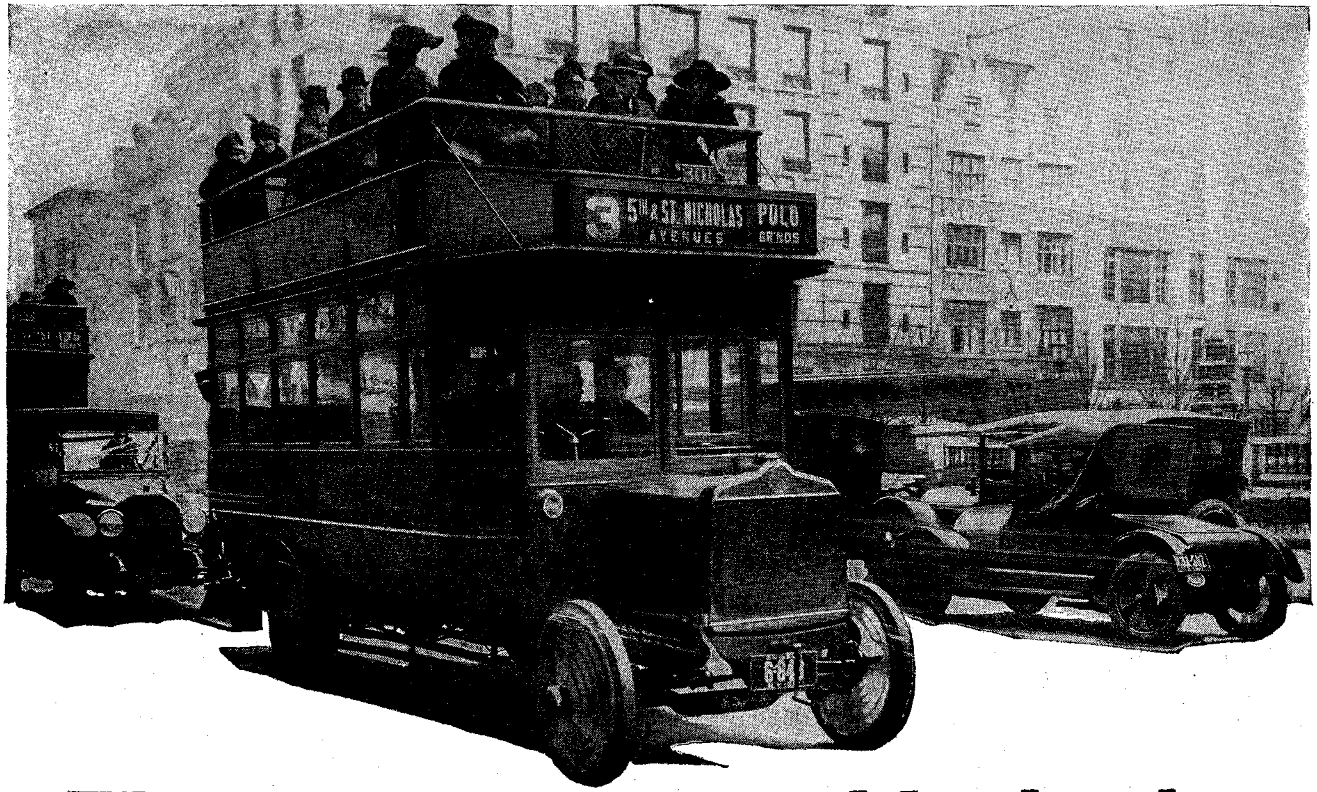
May 12.—Samuel Gompers, President of the American Federation of Labor, asks the labor-unions to protest to Congress against the proposed zone system and increased postage for second-class matter.

[The Executive Committee of American Socialists cable the Socialist parties in European capitals to make every effort to see that German Socialists at the coming conference are urged to end the war by the overthrow of the Kaiser and Kaiserism.

May 14.—Joseph H. Choate, formerly American Ambassador to Great Britain and one of the most prominent lawyers in the United States, dies suddenly at his home in New York.

May 15.—President Wilson assures labor leaders assembled at Washington that the present laws safeguarding conditions of labor will not be set aside.

May 16.—Governor Whitman offers Colonel Roosevelt a commission as Major-General in the New York State Militia in case Washington does not accept his services.



The most responsible brake lining job in the world

What was selected by experts to fill it and why—

More responsibility is placed on the brake lining of the Fifth Avenue (New York) Busses than on the brake lining of any other vehicles in the world!

They carried 16,000,000 persons in safety and comfort through the densest traffic in the world last year.

Fully loaded, with 44 passengers, a driver and a conductor, these busses weigh eight tons.

They stop at nearly every street corner. They make many thousand stops every day. These stops must be smooth and easy, without the suggestion of a jar. And they are.

Think what depends on the efficiency of the brake lining on these huge busses—the lives of 44,000 passengers every day; the lives of several million motorists and pedestrians who use the same streets. What brake lining is selected for this great task—the most responsible brake lining job in the world? It is Thermoid Brake Lining.

President Richard W. Meade of the Fifth Avenue Coach Company, which operates the Fifth Avenue Busses, says: "The smooth and easy stopping which is characteristic of our busses is brought about by the use of Thermoid Brake Lining."

Thermoid Brake Lining on Bus No. 252 gave 19,376 miles of service. The Fifth Avenue Coach Company says: "We consider these results extremely satisfactory." This is typical of Thermoid service.

Used by best cars and axles

Some of the cars that use Thermoid Brake Lining are:

Pierce-Arrow
Studebaker
Chalmers
Peerless
Marmon
Apperson
Autocar
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Auburn
Haynes
Kissel
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Metz
Service Truck
Hudford Unit
Cole
King
Davis
Briscoe
Hudson
Cadillac
National
Stephens
Kline Kar
Patterson
Pathfinder
Atlas Truck
Denmo Truck
Rauch & Lang
Superior Truck
Sun
Ames
Moon
Pilot
Empire
Union Truck
Denby Truck
Fulton Truck
Gersix Truck
Republic Truck
Bessemer Truck
Sayers & Scovill
Columbia Truck
Bethlehem Truck
Lexington-Howard
Lippard-Stewart Truck

Some of the axles that use Thermoid Brake Lining are:

Timken-Detroit
Columbia
Peru
Sheldon
Torbensen
Celfor
Empire
Hess
Russel
American

Why *experts* select Thermoid Brake Lining

These car makers and their engineers select Thermoid Brake Lining because they find by scientific tests that it gives consistently efficient SERVICE. They find its "coefficient of friction" is ideal for a brake lining.

This means its entire construction is such that brakes equipped with Thermoid Brake Lining cannot grab or slip, no matter how thin Thermoid becomes throughout long usage.

Scientific construction of Thermoid Brake Lining

The reason Thermoid Brake Lining has the ideal coefficient of friction, is impervious to moisture, and is durable, lies in its scientific construction. In its process of manufacture it has three exclusive features:

1. *It has more than 40% more material, by actual weight, than any woven brake lining*

This means longer service—best service.

2. *It is Grapnalized*

Thermoid Brake Lining is impregnated throughout with Grapnal. This exclusive process makes it impervious to gasoline, oil, water, dust, etc. No other brake lining is Grapnalized—or can be.

3. *It is hydraulic compressed*

This makes it far tougher and stronger than ordinary linings.

Specify Thermoid

When you reline your brakes, specify the brake lining the experts specify—Thermoid. Jobbers, garages and dealers will be glad to supply you.

Remember, your life depends on the efficiency of your brakes, and the efficiency of your brakes depends on your brake lining. Be sure your brakes are lined with Thermoid Brake Lining. The cost is a little more—and well worth it.

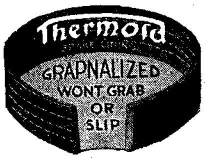
Our guarantee

Thermoid will make good—or WE WILL. It is positively guaranteed to out-wear and give better satisfaction than any other brake lining.

Thermoid Rubber Company

Factory and Main Offices: TRENTON, N. J.

Branches:
Indianapolis, New York, Chicago, San Francisco
Pittsburgh, Detroit, Los Angeles, Philadelphia
Boston, London, Paris



Thermoid
HYDRAULIC COMPRESSED
100% BRAKE LINING

Thermoid
Brake Lining
GRAPNALIZED
WONT GRAB
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SLIP

Makers of "Thermoid Tires" and "Thermoid Garden Hose"

ESTABLISHED 1865

A Combination of Strong Investment Safeguards

First Mortgage bonds on a natural resource.

Security three to one.

Net earnings five to one.

Twenty years' successful history.

Product a necessity and in strong demand.

Payment personally guaranteed by reliable business men.

Bonds in $500 amounts paying 6% interest.

Proceeds of loan to increase Company's output.

Send for Circular No. 987-R

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INVESTMENTS - AND - FINANCE

PROGRESS IN THE WORK OF TAKING UP THE LIBERTY LOAN

DETAILS as to the conditions and terms under which subscribers to the Liberty Loan, the present issue being for $2,000,000,000, will secure the bonds were made public in the second week of May. Following is an abstract of them:

> "Coupon bonds, principal and interest payable to bearer; or, registered bonds, payable only to the registered owner. The interest on registered bonds is payable by check mailed from Washington directly to the registered owner. Coupon bonds are in denominations of $50, $100, $500, and $1,000; registered bonds, $100, $500, $1,000, $5,000, $10,000, $50,000, and $100,000. Provision will be made for the interchange of bonds of different denominations, and of coupon and registered bonds.
>
> "In case any subsequent series of bonds (not including Treasury certificates of indebtedness and other short-term obligations) shall be issued by the United States, bearing a higher rate of interest than three and one-half per centum per annum, before the termination of the war between the United States of America and the Imperial German Government (the date of such termination to be fixed by a proclamation by the President of the United States), the holders of any of the bonds of the present issue will have the privilege of converting the same, upon such terms and conditions as shall be prescribed by the Secretary of the Treasury, into an equal par amount of bonds bearing such higher rate of interest and identical with the bonds of such new series, except as to maturity and redemption, which will be identical with the bonds of the present series.
>
> "Applications for the bonds must be made on or before June 15, 1917, subject to the right of the Secretary, in his discretion, to close the subscription books at an earlier date. Payment for the bonds must be made as follows: 2% on application; the balance, unless the subscriber desires to pay in full, 18% on June 28, 1917; 20% on July 30, 1917; 30% on August 15, 1917; 30% on August 30, 1917.
>
> "Provision will be made for the privilege of paying earlier the full subscription price upon terms and conditions to be announced by the Secretary of the Treasury. Accrued interest will be payable with the full and final payment. No allotments will be made in excess of $2,000,000,000. Allotments will be made as soon after June 15 as possible."

According to *The Journal of Commerce*, plans had been perfected by May 15 for handling a large volume of small subscriptions to the loan, which, it was anticipated, would develop as a result of an intensive campaign soon to be carried on. This campaign had already become particularly active in the Second Federal Reserve District. Arrangements were to be made under which savings-bank depositors would not be penalized by loss of interest for drawing out funds on June 28, in order to pay the 18 per cent. instalment then due. A full campaign with regard to receiving small subscriptions had not yet been worked out, but several schemes had virtually been decided upon. Among them was a proposal to establish information booths on the streets of the city where persons without banking connections could obtain details and subscribe to the loan, altho no actual cash would be taken in at these booths. The booths would be in charge of experienced bond salesmen. A suggestion that came from insurance men was that they "could ring every door-bell in New York City within forty-eight hours." Efforts were under way to induce employers to establish systems which would make it easy for their employees to take small amounts of bonds. Already had the Union Pacific Railway arranged that all its employees could subscribe, the bonds to be carried by the company and payments made monthly. It was understood that this would become a general course of action among large corporations, several of which had been able to work out partial-payment plans. This action was part of a large idea that had been in the minds of many financiers—that the loan should be absorbed mainly from the current savings of the American people. The largest individual subscription that had been reported down to May 15 was $5,000,000 by John D. Rockefeller. Other subscriptions included $1,000,000 by Wells Fargo & Co.; $500,000 by agents of the Banca di Napoli, of Italy, and $5,000,000 by the companies of the Bell Telephone System.

To invest in these bonds from current earnings would not only help to save security markets from further declines in prices in consequence of securities being sold to raise money with which to buy bonds, but would powerfully promote saving habits. That saving habits were being acquired rapidly had already become obvious. Indeed, there was a fear that the public might be setting out to overdo the matter. As a writer in the New York *Sun* pointed out, real economy does not involve the withdrawal of funds from sound investment channels or a refusal to invest more funds in those channels. True saving and true economy mean "the employment of money along lines that will increase one's income"—in other words, making your money work. Merely tying up money on the old theory of placing it in a stocking is in essence extravagance, "just as wasting money on luxuries is extravagance, both being without the element of future profit." The American people need to learn to spend less and invest more. Trade and industry both would suffer by indiscriminate saving or the withdrawal of funds from employment, but the country and the Government would be helped by keeping money in the channels of trade and by wise investments in securities.

Treasury officials by the middle of May had not had their optimism dampened by the outlook for the loan. While subscriptions had not been in that volume which was at first indicated by the responses, the subscriptions had, on the whole, been large and gratifying. Merely because the bonds had not all been taken by May 15 did not indicate that the buying power did not exist in the United States or that the $2,000,000,000 would cause any strain on the financial resources of the country. Neither did the results as yet indicate that there was lacking any enthusiasm on the part of the public toward the loan. As a matter of fact there were reasons why certain Washington officials believed that the subscriptions to May 15 indicated that the public "was keenly alive to the situation and that the two-billion issue would soon be absorbed."

When subscriptions were first invited the Treasury Department had not even decided in what size the bonds would be issued. Practically the only detail regarding the issue was the 3½ per cent. interest which would be paid. It was then indefinitely determined that the bonds would be issued under date of July 1, but after that the date of issue was changed to June 15. That subscriptions were made in such volume in the face of a lack of some vital details was thought to speak well for the issue itself. It was not until May 13 that the Treasury Department finally completed the bond prospectus in which were set forth full details. The bonds therefore were not actually placed on sale until May 14 because it was not until then that the public had all the details of the issue in hand. These and other interesting points in the situation have been set forth by the Washington correspondent of *The Journal of Commerce* as follows:

"At the moment many schemes are being discust for advertising the new bond issue. Secretary of the Treasury McAdoo is embarking upon a speaking tour of the West in the interest of this financial venture, and the publicity manager of the issue is discussing various placards for advertising. It is also said that, in view of the stupendous work in connection with the actual delivery of the bonds and the transference of the funds to our Allies, an expert bank-official will be required to manage the details for the Secretary. The bonds are for the purpose of extending credit to the Allies so that they can purchase war-supplies in the United States. It therefore follows that while the 3½ per cent. interest may appear a small return for an investment, that return is but a small part of the benefit the citizens of the United States will obtain from the money. The money they lend at this rate of interest will be spent here again for supplies, and that will give an opportunity to obtain another profit on the deal. When the safety of the loan is considered and all the benefits which will ultimately accrue therefrom are figured out, there should be little, if any, hesitancy on the part of the American public in taking the full issue.

"The $2,000,000,000 of bonds which are now on sale, however, is not all that is expected. The act passed by Congress authorizes $5,000,000,000 in all. Ultimately all of these bonds will be placed on the market. The provision for the $2,000,000,000 of certificates of indebtedness was placed in the law merely for the purpose of facilitating the making of the credit loans to the Allies, and these certificates will be retired by the bond issue which is now being offered. The $2,000,000,000 of bonds, it is anticipated, will raise sufficient funds to supply the Allies with all their needs in the United States for approximately six months.

"Government expenditures both on account of our Allies and on account of the United States itself promise to be very large in the future. This means that there must be a readjustment of business and of finance to the new conditions. A lesson in this respect is to be drawn from England, who was slow to encourage an adjustment to changed business needs and who did not at first discourage her banks in subscribing to her bond issues. The 'Liberty Loan' bond issue is for public subscription, and not to be taken up by our bankers. This is why the issue requires such extensive advertisement."

War Income Tax

We have prepared a chart showing how the proposed Income Tax Bill reported by the Ways and Means Committee of the House of Congress affects incomes ranging from $3,000 to $3,000,000.

A copy of Mr. Kitchin's Report on the War Tax Bill and of the above chart will be sent upon request for Chart D-59.

The National City Company

National City Bank Building, New York

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CLEVELAND, O. Guardian Building
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WILKES-BARRE, PA. Miners Bank Building
BUFFALO, N. Y. Marine Bank Building
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DENVER, COL.—First National Bank Bldg.
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Danforth Farm Mortgages

They have stood the test of time. Interest paid promptly when due.
No foreclosures in nearly sixty years.
You can safely invest any amount.
Ask for List No. 50.

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BANKERS Founded A.D. 1858
WASHINGTON ILLINOIS

REAL ESTATE GOLD BONDS $100, $500, $1000

ESTABLISHED 1883

SAFE, SOUND INVESTMENTS

Our Real Estate Gold Bonds and First Farm Mortgages represent dependable securities.

We're Right On The Ground and know the facts. 33 years' experience without a dollar lost. Send for pamphlet "A" and list of offerings.

FIRST FARM MORTGAGES $500 and up

E. J. LANDER & CO. Grand Forks North Dakota
Capital and Surplus $500,000

FOR MEN WHO THINK AND ACT

"The Affirmative Intellect," by Chas. Ferguson.
Funk & Wagnalls Company, Publishers, New York.

Your Income Tax

On or before June 15, 1917, everyone whose income last year amounted to $3,000 or more must pay the tax assessed by the Federal Government.

Returns from this tax are of the utmost importance to the government, especially at the present time.

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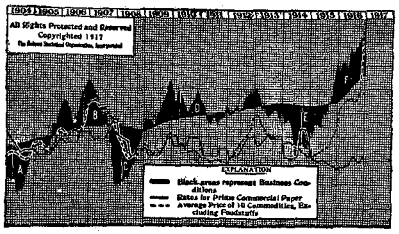

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DECLINE IN STANDARD OIL STOCKS

Standard Oil stocks declined steadily early in May. In many instances new low prices were made for the present year. *The Wall Street Journal* believes that trading in these issues showed evidence of "timidity on the part of some stockholders as to the possible effect of taxation plans both on surpluses and earnings." That Standard Oil stocks had dropt off to a more marked extent than some other issues was partly due to the fact that "their fall was from record high prices, reached only a few weeks ago when other stocks had already declined materially from the figures established in the big bull market of 1915 and 1916." Standard Oil of Kansas showed the greatest decline. It dropt from $640 to $440, a decline of 31 per cent. Atlantic Refining sold off from $1,150 to $865, a loss of 24.8 per cent. Other stocks showing heavy declines were Continental Oil, Prairie Oil & Gas, Standard of New Jersey, and Vacuum Oil Company. The following table was presented by the writer to give a comparison of this year's high with the closing prices on May 10, with the percentage of decline, and the high and low of last year:

	1917 High	*May 10 Close*	*Decline %*	*1916 High*	*1916 Low*
Atlantic Refining Co..	1150	865	24.8	1010	620
Continental Oil......	645	480	25.7	590	270
Oil Co...............	435	340	21.8	400	190
Prairie Oil & Gas.....	690	510	26.0	655	360
Prairie Pipe Line....	345	275	20.3	353	205
South Penn. Oil.....	340	278	18.0	625	308
Stand. Oil of Calif...	307	250	18.0	387	232
Stand. Oil of Indiana.	945	730	22.7	895	490
Stand. Oil of Kansas.	640	440	31.0	575	430
*Stand. Oil of Ky...	375	330	12.0	810	335
Stand.Oil of Nebraska	650	510	20.0	585	335
Stand. Oil of N. J....	803	610	24.0	717	494
Stand. Oil of N. Y...	345	287	16.8	285	199
Stand. Oil of Ohio...	540	425	21.0	463	311
Vacuum Oil Co......	490	340	30.7	400	215

*On increased capitalization.

The selling of these stocks as well as sales of other high-grade stocks, according to the New York *Sun*, found many explanations in the financial district, including the submarine peril, the Russian situation, Government procrastination in its war-legislation, war-taxation, and general Government financing, the rate situation, and the general high cost of living and high operating costs. One Wall Street house found two underlying causes for the selling, both rather indefinite in nature, yet powerful in influence. The first was a fear on the part of holders of stocks that companies in which they were interested would not be allowed a fair opportunity to earn the heavy taxes which they will be called upon to pay. There was a fear, perhaps not fully defined, that not only would companies have to pay directly the heavy tax that was proposed, but, indirectly, they would have to pay it two or three times, or perhaps a dozen times over. A second reason for liquidation was defined as a general financial readjustment to war-conditions. One feature of this was the diversion of the usual stream of investment funds from the stock-market to Government bonds. There are always stocks for sale, but ordinarily there is sufficient capital seeking investment to take care of such sales. Temporarily, this absorptive power had been largely eliminated by a desire among those having idle money to subscribe to Government bonds, rather than to buy stocks. The market had been quick to sense this, and, as is usual, rather overemphasized it. This house thought the forces had probably been nearly completed.

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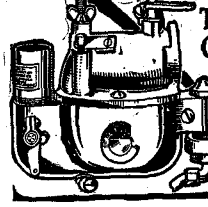

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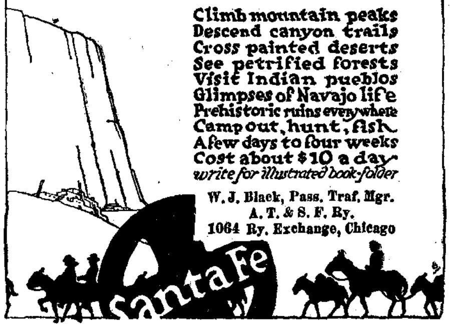


NATION-WIDE PROHIBITION AS A WAR-MEASURE

(*Continued from page* 1666)

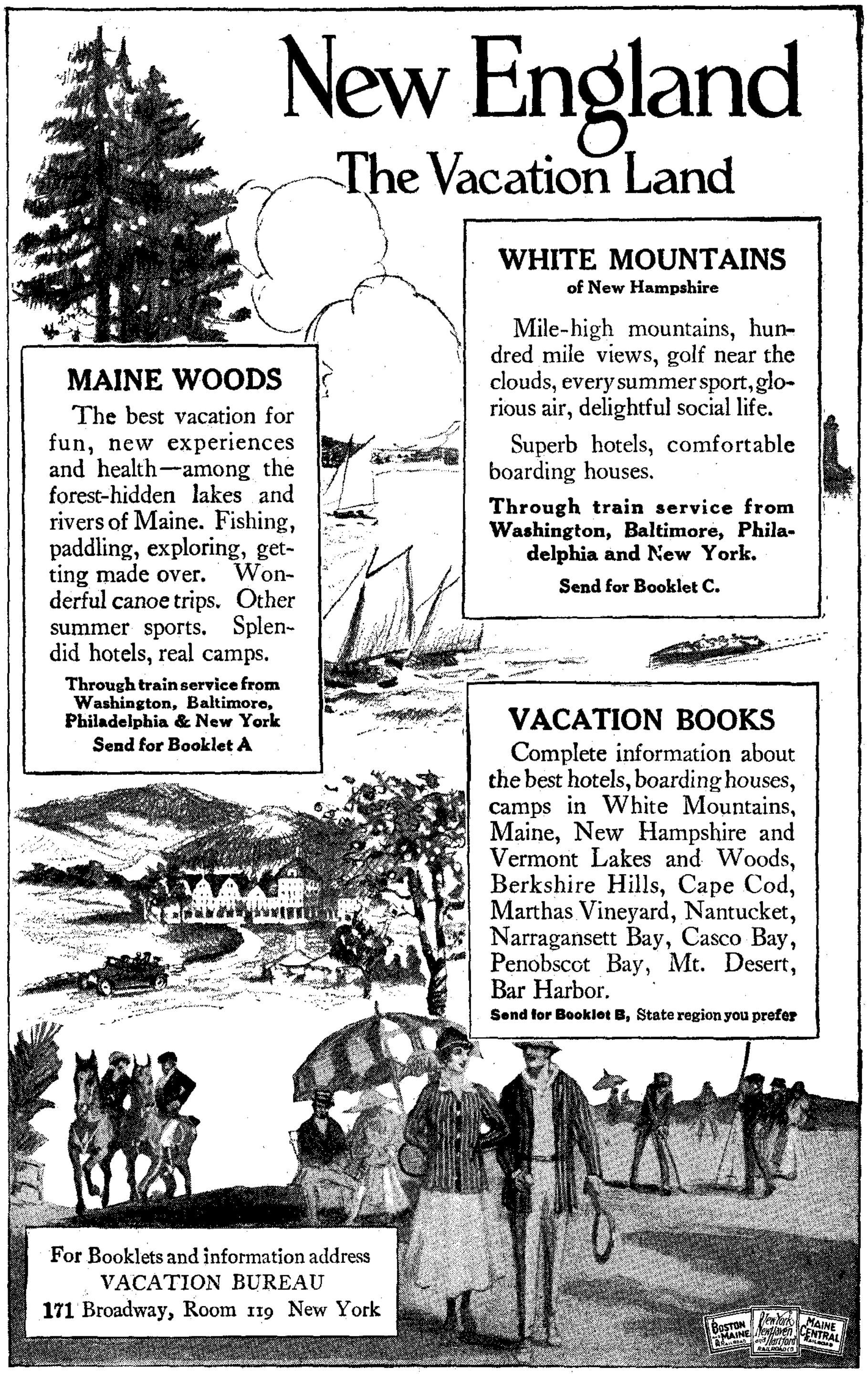
at the polls to keep in good standing with the churches, under the lash of the preachers." Now, however, the "farcical pretense" of South Carolina is gone, and "it went by the Webb-Kenyon route," and the Orangeburg *News* remarks with gratification that since the decision of the Webb-Kenyon Law was rendered it is convinced more than ever that State-wide and national prohibition is popular and the day of its realization is not far distant. The Sumter *Item* tells us emphatically that the benefits of prohibition and the evils of the liquor-traffic have been so thoroughly demonstrated that "even the old-line antiprohibitionists admit that suppression of the liquor-traffic is desirable."

The Associate Reformed Presbyterian (Due West) says that Governor Manning admits in his message to the legislature that the "gallon-a-month law" has its weak and defective points, which make it hard to enforce, and he recommends that the quantity of liquor allowed to each individual be reduced. To say the "gallon-a-month" law is weak and defective is stating a truth very mildly, according to this weekly, for it needs amendment, or rather the substitution of a better law if the evils of liquor are to be minimized in this State.

WASHINGTON (1916)

In Washington the Mayor of Seattle writes in a telegram to the Anti-Saloon League of New York, merchants generally say that business is better, collections are much easier, and the effect of prohibition, even when it is really no more than an anti-saloon law, is beneficial rather than disastrous. As to moral conditions, crimes have decreased 50 per cent., according to the court records, and the Mayor is quoted as saying that, "experience has shown that 95 per cent. of the liquor evil was in the saloons." *The Business Chronicle* (Seattle), which describes itself as the authoritative commercial and financial newspaper of the Pacific Northwest, tells us that because Seattle is the largest city in the United States to be placed under a "dry" law it has also become the "most maligned city of this nation." In every section of the country, where the liquor issue was fought out in 1916, we are told, certain newspapers that carried full-page antiprohibition advertisements "willingly perjured themselves in describing the ills from which business in Seattle suffered." Other newspapers, reputable but ignorant of the facts, reprinted the slander. Now it is time the nation should know what the real situation is, and this journal avers that during the year the city has had the "dry" law there has been a gain in population, and—

"Building occupancy is greater than



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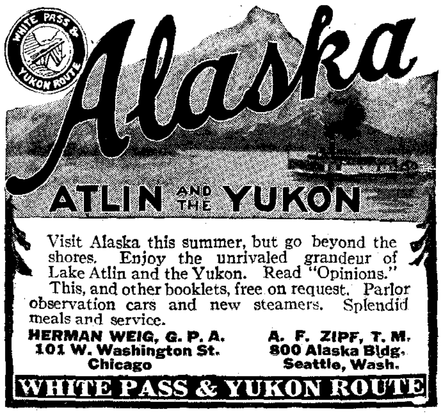

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ever. Bank-deposits have increased. New industries have sprung up. More tourists have visited Seattle. The amount of taxes to be raised on this year's valuation is less than a year ago. Delinquent taxes have been reduced. Bank-clearings and transactions are greater than last year. Post-office receipts are larger. Pay-rolls have been increased. Savings-institutions have opened more new accounts and received a greater aggregate of small sums from workingmen than in any other year. Merchants have sold more and better goods, and collections have vastly improved. Bond-dealers find a new class of investors, and have had the best year ever experienced. Mortgage money is more plentiful in supply than in demand. Seattle to-day is sounder and more prosperous than ever."

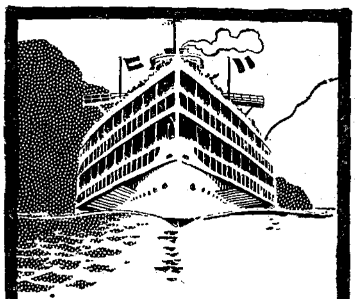
Another evidence of the popularity of the "dry" law has been the enactment by the State legislature of a measure by which Washington becomes "bone-dry" on June 6. The Seattle *Post-Intelligencer* doubts the wisdom of this new law, tho it says that city and State are admittedly better off and conditions more wholesome under the year's test of part prohibition.

But the Seattle *Times* maintains that the State has gone "bone-dry" in response to the desire of the people, and the law the legislature has enacted is one the people wished, and which they will approve. The Seattle *Star* says that if the growth of sentiment in favor of prohibition were not taking place before one's very eyes, it would scarcely be believable. The Spokane *Chronicle* holds that Washington heartily commends prohibition for the State, because one year of it has saved "millions of dollars in money and man-power to Washington." And the Spokane *Spokesman-Review* tells us that "from baker, and butcher, and candlestick-maker, from banker, and farmer, and miner, from logger and manufacturer, from rejoicing women and from happy children, rises a unanimous verdict that the abolition of the saloon has in every way been a benefit to every other class and interest in this State and city."

The Tacoma *News* rejoices that "a zealot could, if he desired, now travel dry-shod from Tacoma to the Atlantic Coast by traveling diagonally southward. Within a very short time there will be just one cocktail oasis on the map—New York—and a Federal enactment probably will be necessary to drain that."

Among other Washington journals that praise prohibition are the Bellingham *Herald*, the Walla Walla *Union*, the Centralia *Chronicle*, and the Ellensburg *Record Press* which says the supreme fact is that "every art and agency of human learning and science has at last united in the conviction that there is not one good thing to be said for the saloon and for the use of whisky."

Travel and Resort Directory



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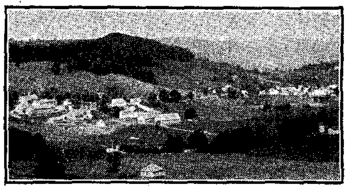

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